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No. 19,106. 號六零百一千九萬一第 日七廿月七年未己 HONGKONG FRIDAY, AUGUST 22ND, 1919. 五拜禮 號二廿月八年捌國民華中 PRICE, $3 PER MONTH.

INTIMATIONS

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PEAK TRAMWAY COMPANY, LIMITED.

TIME TABLE

WEEK DAYS.

7.00 a.m.	to	8.00 a.m.	Every 15	minutes
8.00 "	to	9.30 "	" 10	"
9.30 "	to	11.00 "	" 15	"
11.30 "	to	12.45 p.m.	" 15	"
12.45 p.m.	to	1.15 "	" 10	"
1.15 "	to	1.45 "	" 15	"
1.45 "	to	2.15 "	" 10	"
2.15 "	to	5.00 "	" 15	"
5.00 "	to	8.00 "	" 10	"

NIGHT CARS.
8.50 p.m., 9.00 p.m., 9.20 p.m.
9.30 p.m. to 11.30 p.m. Every 30 minutes
11.45 p.m.

SATURDAYS.
Extra Car—12.00 Midnight.

SUNDAYS.

7.30 a.m.				
8.00 "	to	10.30 a.m.	Every 15	minutes
10.30 "	to	11.00 a.m.	" 10	"
11.30 "	to	12.00 noon	" 15	"
12.00 noon	to	1.00 p.m.	" 10	"
1.00 p.m.	to	5.30 "	" 15	"
5.30 "	to	6.00 "	" 10	"
6.00 "	to	6.30 "	" 15	"
6.30 "	to	8.00 "	" 10	"

NIGHT CARS.
As on Week Days.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Vœux Road Central.
Season and punch tickets available for all cars not already full running at the time stated in the Company's time-tables, but not for special cars, can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Compradore Order representing Bank Notes.
JOHN D. HUMPHREYS & SON, General Managers. [76

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after THURSDAY, NOVEMBER 7TH, 1918, until further Notice.

DOWN TRAINS.

Stations			No. 1 Through Express. a.m.	No. 7 Local. a.m.	No. 9 Through Slow. a.m.	No. 11 Local. a.m.	No. 13 Through Express. p.m.	No. 17 Local. p.m.	No. 19 Local. p.m.	No. 21 Local. p.m.
CANTON (Tai Sha Tau)		dep.	7.30		8.34		3.30			
SHEK LUNG		dep.	8.45		9.17		4.50			
Shum Chun		arr.	10.20		10.00		5.40			
		dep.	10.30		10.35		5.45			
Shumshui		dep.		5.06	11.25	11.46		3.00	5.38	6.30
Fanling		dep.		5.15	11.37	11.58		3.07	5.44	6.36
Taipo Market		dep.		5.22	11.48	11.27		3.11	5.53	6.50
Taipo		dep.		5.30	11.54	12.03		3.23	6.01	7.05
Shatin		dep.		5.52	12.13	12.13		3.37	6.12	7.14
Yaumati		dep.		6.06	12.24	12.26		3.50	6.26	7.26
Hunghom		dep.		6.16	12.32	12.35		3.58	6.34	7.37
KOWLOON		arr.		6.20	12.37	12.42		4.03	6.39	7.44
		dep.	11.10	6.30	1.22	12.45	7.18	4.07	6.42	7.44

UP TRAINS.

Stations			No. 4 Local. a.m.	No. 6 Through Express. a.m.	No. 8 Through Slow. a.m.	No. 10 Local. a.m.	No. 16 Local. p.m.	No. 18 Through Express. p.m.	No. 20 Local. p.m.	No. 22 Local. p.m.
Lean Ferry leave										
KOWLOON		H.K.	6.35	7.53	9.06	10.18	1.06	3.45	5.04	5.04
Hunghom		dep.	6.50	8.06	9.20	10.32	1.18	3.53	5.12	5.16
Yaumati		dep.	6.54	—	9.24	10.37	1.22	—	5.22	5.22
Shatin		dep.	7.01	—	9.32	10.43	1.33	—	5.35	5.33
Taipo		dep.	7.13	—	9.44	10.57	1.50	—	5.41	5.50
Taipo Market		dep.	7.20	—	9.52	11.03	1.53	—	5.54	5.53
Fanling		dep.	7.31	—	10.06	11.14	1.57	—	6.05	5.57
Shumshui		dep.	7.41	—	10.17	11.24	2.07	—	6.07	6.06
Shum Chun		arr.	7.55	—	10.31	11.38	2.11	—	6.11	6.10
		dep.	—	8.44	10.36	11.38	2.14	5.45	6.16	6.13
SHEK LUNG		dep.	—	8.54	10.50	—	—	5.55	—	—
CANTON (Tai Sha Tau)		arr.	—	10.40	11.15	—	—	6.30	—	—

* Will stop at Taipo and Sheung Shui for First-Class Passengers on Notice being given to the guard.

NOTICE TO PASSENGERS.

The Railway Administration do not guarantee that the ferries mentioned in this table will connect with the trains as shown.

SHA TAU KOK BRANCH.

		a.m.	p.m.	p.m.			a.m.	p.m.	p.m.
Fanling	dep.	8.30	12.00	3.20	Shatankok	dep	10.20	1.05	6.00
Shatankok	arr.	9.25	12.55	3.15	Fanling	arr.	11.15	2.00	6.55

H. P. WINSLOW, Manager. [53

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Length on Keel Blocks	610 feet.	350 feet.	714 feet.
Width of Entrance on bottom	77 "	53 "	83 "
Water on Blocks at Spring Tide	28 "	24 "	34 "

PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross
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Lifting Power	7,700 tons.	12,000 tons.	16,000 tons.
Max. Length of Ship taken	460 feet.	580 feet.	470 feet.
Max. Breadth of Ship taken	56 "	66 "	98 "
Max. Draft of Ship taken	23 "	26 "	30 "

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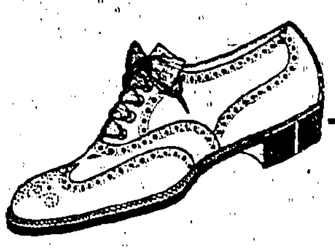

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THE R 34's ATLANTIC CROSSING.

AN EVENTFUL FLIGHT.

[FROM LIEUT.-COMMANDER LANSDOWNE (U.S.N. OBSERVER)].

NEW YORK, July 6th.

His Majesty's airship R34, bound for New York, graciously extended an invitation to the United States Navy to send a representative, and I have been a most fortunate individual. I had been with the R34 since June 1st., and had an opportunity of making a 57-hour Baltic flight during the middle of last month. This trip convinced me that the airship was equal to anything, and was only limited by the amount of fuel she could carry. Major Scott, the captain, Major Cook, the navigator, Lieutenant Harris, the meteorological officer, and others were old friends of mine, dating back to February, 1917, for I served in England and at British air stations until February, 1918. It is due to the courtesy of General Maitland and the British Air Ministry that I have been able to make this flight, and my early instructions in practical experiments were received at their hands. Major Scott is easily the world's most capable airship pioneer, and has forgotten more about airships than most of the rest of us ever knew. It has been demonstrated that he was the proper man for the undertaking, and for the successful completion of the difficult task assigned to him.

R34 had a complement of thirty officers and men, and a lift of about twenty-five tons. I was detailed as a regular member of the crew, and Major Pritchard and myself were "opposite numbers" of the crew, that is, doing the same duties and sharing the same hammock. "Four hours on and four off," the one off duty making use of the hammock. It is particularly gratifying for General Maitland, the head of the British airship service throughout the war, and the man responsible for the great success which the service has achieved in this remarkable flight. It is unfortunate that General Maitland is not stopping for a while in America, as he is one of England's pioneer airmen, and also one of her most delightful gentlemen.

Preparations for the R34's flight were made to leave East Fortune, near Edinburgh, at two a.m. on Wednesday, July 2nd., 1919. At this early hour of the morning the greatest lift is obtainable. After a hearty dinner on Tuesday night, the ship's company were again fed at midnight. After this I went to my cabin and slipped into my flying clothes. I arrived at the station shortly before one a.m. The weather had been blustery for the preceding twenty-four hours very consistently, and I estimated that it was still blowing about twelve miles per hour on deck, and there was a thick mist overhead.

START FROM EAST FORTUNE.

After bidding good-bye, I went to my station. The ship was then carefully weighted off and the engines and all controls thoroughly tested. The R34 carried, as part of her ballast, half a ton of water, and when the process of weighting off was being gone through, a great quantity of water was spilled over the spectators, thoroughly drenching many of them, but without damping their enthusiasm. At 1.17 a.m. the landing officer took charge of the ship, and just at the minute hand of our watch recorded 1.42 a.m., on July 2nd., the order was given to "let go." The ship rose gently and gracefully, taking the air as easily as a lark. Swiftly the big dirigible climbed higher, and as the mist crept in below us the waving figures on land were absorbed one by one in the damp greyness. A few faint cheers came to us as we mounted, and we realised that the big dirigible was at last off on her voyage between two worlds.

Fairly off, we looked about to see with what means we were to make the trip. The first thing we investigated, not unnaturally, was the larder. A great quantity of cooked meats, hams, roast beef, sausages, and beef-steak pies were piled up in the store-room, and we had only to get out the aluminium cooking utensils and go into the engine-room, and soon we had a piping hot meal ready, and regularly we heated our broths, teas, and cocoas.

We had aboard the ship thirty hard boiled eggs, and, at our first meal, by way of celebration, every man aboard ship had one of the eggs. I say, every man, but I am in error there, for we had come only a short distance when we discovered that we had thirty-one instead of thirty souls aboard. Somehow and sometime, a 16-year-old lad, with a hankering for adventure, had managed to elude the force of guards and had stolen aboard the R34. He managed to get down right next to the keel, a safe hiding-place. The only name he ever gave us was Ballantine. He speedily became a great favourite aboard the ship and proved useful in many ways; in fact, Ballantine secured a job as extra cook.

Owing to the fact that we were all warmly clad, none of us experienced the slightest chilliness after we got well under way. All the way across the ocean we were busy shedding our burdensome aviation garb, and we certainly discovered one thing on this flight, and that is that no one need fear the cold. One of the first things we did was to don our lifebelts, which, in addition to keeping one afloat, were designed with a parachute attachment that ensured against a too-rapid descent in case of accident.

KURT SEEN AHEAD.

Returning to the period of our flight immediately after the ascent from East Fortune, the navigating officer quickly pulled R34 up to an elevation of about 1,000. When this height was reached the ascent was checked, and Major Scott ordered full power ahead with all four engines. Fortunately, at the start, we had a following east wind, which increased our pace. High over the fog we sped across Scotland, and, after a few hours at this speed, Major Scott ran the ship up another 500ft. I started the flight off duty, and as it was misty and disagreeable I soon left my post on the starboard side and turned in below. The sleeping quarters were down near the keel of the airship, underneath the big gas-bag, and the approach to the hammocks was along what we call the "cat's walk." This was about 18in. wide, and a false step meant that you would plunge through the linen canvas on either side of the board and down into the ocean.

Flying at a comparatively low altitude over the hill sections of Scotland caused the ship to become a bit bumpy, and we were all shaken up. Four hours after I turned in I was called to do my trick, and I found we were clear of the Scottish coast. It was brown in the clear daylight, and we were already off the Irish coast, and far below I saw a steamship following along the same course we were taking. It was a beautiful sight to see the green cliffs of Ireland standing out so clearly in the brilliant sunshine after our inauspicious start, amid the fog. Taking advantage of the good weather, Major Cook, our navigator, set the course for America, while everybody was at their post, cheerful and brimful of confidence. I had a good opportunity to mark this spirit, since, for the first two hours of my watch, I had the comparatively simple task of watching the condenser valves. When six o'clock came along, however, I took the steering wheel for a two-hour trick, and speedily found that keeping the mammoth dirigible on her course was a big task.

PUTTING THE CLOCK BACK.

When I finished my work at the wheel the breakfast call was sounded, and soon after I once again turned in. At noon I again went on duty. The weather was clear, and so hot that it set everyone complaining. The warmth was due partly to the fact that we were flying at an altitude of 1,200ft. through the clouds. At noon the ship's clock was turned back thirty minutes. We soon found gathering at mess to be one of the pleasantest items of the trip, not because we were specially hungry but because we liked to get together and "swap" conversation. Throughout the afternoon we held on true to our course, and maintained our exact altitude. We were considerably assisted by a following north-west wind of twelve knots. We were, however, not making much speed, due to the fact that Major Scott, in order to save fuel, had ordered all but two engines to shut down. As night came on the ship's commander decided to increase the speed, and the third engine was put in commission.

Throughout the trip we never experienced the slightest trouble with our engines. By four o'clock that afternoon, ten time, as my flying companions termed it, we checked up, and found that we were already more than 600 miles westward. When tea was served we began to get real home-like, a phonograph was started, and we had our jam and biscuits to the stirring tune of patriotic songs and jazz melodies. We all wanted to dance, but, of course, airships have not reached the ball-room stage yet. I then went on the dog watch, from four to eight, in order to break up the monotony of the schedule arranged for Major Pritchard and myself. This breaking up of the watches had been planned in advance, so that the men might each in their turn have an opportunity of observing the flight conditions at different times of the day. At six o'clock we were still favoured by north-east winds, and at this hour the hands of the clock were again set back half an hour.

Every four hours regularly, we received full weather reports, we were in touch with St. John's, Nova Scotia, East Fortune, and the Azores, as well as the Air Ministry in London. The reports showed that there were two areas of high barometer in the Atlantic, and we were advised that this condition would continue for some time. We got our first touch of unpleasant weather between seven and eight o'clock, when we ran into a nasty rain squall. To avoid this we ran up to 3,000ft. and passed over the squall. Later we came down to our altitude of 1,200ft. That night for supper, in celebration of our progress, we put cheese on the menu.

CLOUDS AND WIND.

The morning of July 3rd dawned clear. I was kept down below most of the morning, and we began to experience a peculiar sensation of sleepiness. We were unable at that time, nor have we yet been able, to explain this drowsiness. Despite the brilliance of the day we were unable to catch a glimpse of the ocean, for a blanket of clouds was between us. Later we ran into a cloud pocket, that is, clouds were above and below us, and to avoid this we added 2,000ft. to our altitude, bringing us up close to 4,000ft., which was our height record up to that time. The navigator, Major Cook, despite unfavourable conditions, succeeded in taking an observation. The conditions improving, the R 34 was driven down within 600 ft. of the water, in order to ascertain the direction of the wind and the drift of the clouds. The routine of watch on and watch off continued without incident. We soon found life aboard a big dirigible was practically the same as life aboard a steamship. There was no thought of uncertainty; we were bound for America, and we knew we would get there. It was simply a question of the exact time of our arrival, and the matter was entirely dependent on the weather.

In lat. 52.25 North, long. 40.40 West, we ran into our first area of depression. This depression was encountered off Newfoundland. It was quite severe, and we soon found, through our instruments, that we were bucking a wind of about forty-five knots, south by west. This meant that we were encountering the opposition of a wind of about fifty-one miles per hour and necessitated the employment of all our engines at full speed. Such action, although absolutely necessary, cut deeply into our petrol supply.

We finally passed through the centre of this depression, having gone somewhat to the north of our mapped-out course in order to escape, if possible, the heaviest part of the storm. At 7.14 p.m. we had another bit of bad luck, as we ran into a thick fog while flying low to get the wind and drift better. Throughout our troubles here his Majesty's ship Tiger, stationed in latitude 55 North, and longitude 40 West, St. John's, Newfoundland, rendered us invaluable assistance through her constant wireless advices.

Through all our troubles at this point there remains one impression fresher than all the rest. While the wind was howling, and our petrol supply was so precious that upon its conservation depended our safety, I had occasion to go below, and the first thing I saw as I entered the sleeping quarters were two English officers coolly chatting and laughing. "Rather a nasty bit of weather," said one of them as I entered, and before I could reply the other one, peering into a small mirror and busily lathering his face, said: "Not half as rotten as this new shaving soap someone rushed on me." Up to that time I confess, I had not thought of shaving nor, to make the confession fuller, did I shave until we safely landed at Mineola. For hours we were compelled to fight unceasingly against adverse winds, and steadily our supply of petrol declined. Just, however, when the first signs of gloominess began to appear, the wind shifted, the blue-black clouds broke as though torn apart by some giant hand, and we saw the west flaming in a beautiful sunset. We took heart at this, and hailed it as a happy omen. Throughout the remainder of the night, notwithstanding the clearing conditions, we were unable to keep any definite check on the wind. Sailing along through the dark hours, a trifle uncertain as to our exact direction, we kept on. In the morning we found ourselves rising high above the fog-coat lay like foam on the ocean, and we had a chance to get some good sights. In order to get them, however, we were compelled to go up more than 5,000ft.

As the day wore on the wind became lighter, and the fog trailed off in vanishing wisps. Heading westward, the gas in the tail of the ship was expanded by the sun, and the stern became very light, making it necessary to start up another engine in order to maintain an even keel. Throughout the trip we were very reluctant to use our full engine power, due to the necessity of conserving our fuel.

NEWFOUNDLAND IN 59 HOURS.

About this time we experienced the first real novelty of our trip. That is, we had an opportunity of viewing an iceberg from overhead. It was a great, jagged mountain of white, with a base 700ft. broad. We were all watching for fear that the cold of the berg might have an effect on the gas-bag above us. To avoid this we went up some distance and sailed over the berg, not quite as gracefully, but just as effectively, as a hunter takes a fence. About 12.50 on July 4th we caught our first glimpse of land far ahead, and dim in the fog we saw Newfoundland. In a short time we went over the land, and every man gave a cheer. We had crossed from Scotland to Newlandland, through fog and squall, in fifty-nine hours. We passed over Newfoundland through a heavy fog, but, dipping now and then, we caught a more or less good view of the wild, picturesque country. General Maitland had brought along some official mail in a pouch. As we passed over a town he dropped the bag attached to a parachute, over the side, and we saw it float easily down. We sailed over Nova Scotia on a westerly course, making about forty-six knots, with everybody in high spirits. We were all confident we would reach New York on the following day, and we were not out seeking speed records." Just before we made Cape Canso, Nova Scotia, we ran into strong head winds; this was at seven a.m. on July 5th. To escape the severity of the wind Major Scott cut across Nova Scotia to the headways of the Bay of Fundy. He set a course to follow the St. Mary's River valley to the westward. This was an excellent piece of headwork, and saved us many precious hours of petrol. We soon found that it was better going in the Bay of Fundy, as we met with favourable winds there.

Coming down the Maine coast to New York we encountered some exceptionally heavy heavy thunderstorms, but succeeded in dodging them for the most part. During the first squall I happened to be at the elevating wheel. When we struck it we were flying at an altitude of 600ft. In a few seconds I found that the altitude meter registered 1,200ft. Although we had the rudder hard down, we had been bounded up 500ft. The men in the hammocks were nearly thrown out by the suddenness of the blow. In airships thunderstorms should always be avoided if possible.

END OF THE JOURNEY.

We were still worried over the depletion of our petrol supply, and consequently we steamed slowly, seeking every favourable wind in order that we might reach our destination. We were determined that we would not break our flight, not even for re-fueling. The Navy Department was taking excellent care of us all this time. They had arranged to have us land near Boston if this became necessary. Fortunately, however, due to the rare skill of Major Scott and Engineer-Lieutenant Shotter, we were able to make our destination at Mineola, at 9.54 on Sunday morning, where thorough preparations had been made for our reception. In accordance with our plans, Major Pritchard went over the side in a parachute as we came over the Roosevelt Field. His jump of 1,000ft. was to supervise the work of descent. When we were safely pulled down, our official records showed that we had covered somewhat more than 3,000 nautical miles, and our elapsed flying time was a trifle more than 108 hours.

I thoroughly believe that the future of the airship for commercial aviation has been established. I make this assertion from my personal observation aboard the R 34, and I earnestly hope that America in this matter will keep pace with our progressive cousins across the sea. Such co-ordination, I firmly believe, will augment, if that is possible, the close relationship that binds the two great English-speaking peoples.—*Daily Telegraph.*

CANTON NEWS.

August 21st.

PEACE PROSPECTS.

It is rumoured that the prominent leaders in the South have reached agreements with the Peking Government.

A general peace may be concluded without the aid of the Shanghai Conference if the resumption of the Conference is delayed. We are informed that Commander Lam Poyik, of the 1st Squadron in Canton, has approved the re-union of the North and South, and will leave Canton with the Squadron shortly.

General Luk Wing-ting, has recently telegraphed his support to the Peking Government.

Dr. Wu Ting fang, in view of the impending peace, has expressed to the M.Ps. his intention to retire.

Another message states that the internal peace conference is to be resumed at Shanghai, and the peace envoys of the North and South are ordered to proceed thither as soon as possible, as the resumption of the conference may be commenced immediately.

RAILWAY ROBBERY.

It is reported that Ho-Tau station on the Canton-Hankow Railway, and the adjacent railway police-quarters were ransacked, yesterday, by robbers. Everything, including a large quantity of arms, was carried away. The loss is considerable.

COMPANY REPORT.

SHANGHAI C. M. CO., LTD.

At a meeting of the directors of the Shanghai Cotton Manufacturing Co., Ltd., held recently, it was decided that the shareholders should be recommended to apportion the balance of Tls. 1,362,014.04, at credit of profit and loss account on June 30th, 1919, as follows:

Div. of Tls. 18	720,000.00
Place to special res. fund	550,000.00
Allow for depreciation	60,379.38
Carry forward	31,634.83.

A GAMBLER'S LUCKY DAY.

At the Magistracy, yesterday, a Chinese was charged with street gambling.

Inspector Macdonald stated that defendant, when arrested, had several ten-cent pieces in his possession, though there were only eight cents as stakes.

"You had a lucky day with dice," remarked Mr. Lindsell.

"No, ask the constable, he had a lucky day," replied defendant.

Mr. Lindsell: What do you mean?

Defendant: Nothing.

Inspector Macdonald: He keeps a gambling school. There is too much street gambling going on, and I hope your Worship will inflict a heavy penalty.

Mr. Lindsell: There is no proof that he keeps a school—$3 fine, eight cents for the poor-box.

A NEIGHBOURS' QUARREL.

Two families lived on the first and second floors, respectively, of a building in Hollywood Road. On the second floor, there was a water tap for the common use of the residents of the premises. One day the wife of the man living on the first floor complained to her husband that she could not get any water for cooking the rice as the man on top had spoilt the tap. The husband, accompanied by a friend, went up to the second floor to investigate. A quarrel ensued, and the occupant of the second floor attacked the two men with a chopper. The trio were arrested by the Police and produced at the Magistracy, yesterday, where they were bound over in personal bonds of $50 each to be of good behaviour for six months.

A BOY WITH IDEAS.

A small boy was hungry, and he had no money for food. Suddenly an idea struck him. He washed his face, brushed his hair, wiped the dust from his shoes, and walked into a store, where he ordered some sweets, tobacco and cigarettes. When the store-keeper asked for payment the boy told him to send the bill to another shop in the same street. He then visited the other shop, ordered similar supplies, and told the proprietor he was the *foki* of the shop he had just cheated. Later on the two store-keepers discovered that they had been "stung." The Police assisted them in finding the boy, to whom Mr. N. D. Smith awarded ten strokes with the birch at the Magistracy, yesterday.

PRESENTATION TO CAPTAIN MILROY.

FROM THE KOWLOON BOWLING CLUB.

The members of the Kowloon Bowling Green Club gathered in full force, yesterday evening, to bid Captain and Mrs. Milroy farewell and to present the former with a leather dressing-case.

Mr. D. Gow, in making the presentation, said:—We are met this evening to take formal farewell of one of the Club's most popular members, Captain Milroy, who is leaving Hongkong in a few days after many years' stay here. Captain Milroy is one of the original members of the Club, and in its infancy and for many years after he was an active member of the committee, being President on one occasion. He has done much for the good of the Club and always had its best interests at heart, even when not in any active capacity. Some of the later improvements are due to Captain Milroy's suggestions and advice. As a good all-round "sport" Captain Milroy is known all up and down the Coast. He is equally at home on the bowling-green, in the field with his finger on the trigger of a gun waiting for the call "mark over," or in a sailing boat watching for signs of a puff of wind which only the expert eye could detect. Just lately Captain Milroy has forsaken the gentler game of bowls for the more strenuous one of golf, and is already no mean exponent with the clubs, which goes to bear out the assertion that a man is *not* "too old at forty." At all these games Captain Milroy has been the true and gentlemanly "sport." As one who has been able to count Captain Milroy as close friend for over twenty years, I can speak of his sterling qualities as a man who always keeps his word and is a friend worth having.

I should like to add here that Mrs. Milroy has also done good work on behalf of the Club in the years past, always coming forward with a helping hand on "At Home" days. Anyone who has had the pleasure of enjoying their united hospitality at the Sailors' Home, as I have done often, must have had the feeling that it was good to be counted among their friends.

Captain Milroy, you and your good lady will be missed by us all, but you will not be forgotten, and there will always be kindly remembrances of Tony and Madame Milroy, of the Sailors' Home. May it be our pleasure sometime to welcome you both again; if even on a passing visit. On behalf of the members of this club, I ask you to accept this suitcase, which is only a small token of the esteem and regard in which you are held by them. With it go their heartfelt wishes that you and the Madam will enjoy many more years of health and happiness in whichever land you choose to settle, and may this gift always have pleasant memories of the years spent among the members of the Kowloon Bowling Green Club. (Applause).

Captain Milroy, in acknowledgment, said: Mr. Gow and members of the Kowloon Bowling Club, I don't know how to thank you for your kindness in presenting me with this lovely gift. I assure you that I appreciate your kindness very much indeed. I can also assure you that I will treasure this gift all the days of my life. It is a very substantial one, and looks tougher than I am. I am just beginning to realise now that I am outward bound. I cannot say "homeward," because when I leave Hongkong I shall be leaving my home. At the same time I wish all my friends the best of luck, and I hope to have the pleasure of meeting them some other time either in sunny Australia or on the frosty mountains of Scotland, or somewhere else. I shall always be pleased to see you all. Mr. Gow has remarked that I was one of the original members of the Kowloon Bowling Club, and I can assure you all that I am proud of it. Whenever I have felt out of sorts I have made a point of coming to the club, and on the veranda I always met with a smile and a few kind words. I will not detain you longer but will ask you to drink to the success of the club. (Applause).

Mr. W. Davison spoke a few words, wishing Captain and Mrs. Milroy long life, health, prosperity and god-speed.

Mr. R. Hall referred to the sporting activities of Captain Milroy, and Mr. B. F. Frost mentioned the good work done by Captain Milroy for the club.

Three cheers were given for Captain and Mrs. Milroy, after which the company sang "For he's a jolly good fellow."

AN OPIUM CASE.

At the Magistracy, yesterday, a Chinese was charged with being in unlawful possession of three taels of opium.

Defendant's luggage was searched on one of the wharves in the Central district and the opium was found concealed in a trunk.

Defendant, who stated that he purchased the opium in Hongkong, was fined $250.

A THEATRICAL DISPUTE.

CLAIM FOR ALLEGED BREACH OF CONTRACT.

An action has been commenced in the Summary Court, Hongkong, by Mr. W. R. Horley, proprietor of the Banyard Musical Comedy Company, to recover $1,000 from Mr. Robert Ryles, till recently the Company's "leading" man," as damages for breach of a contract entered into between the parties on December 15th, 1918.

Owing to the departure of the Company for Singapore on Tuesday, the evidence of Mr. W. R. Horley was taken *de bene esse* by the Registrar, on Monday.

Mr. W. R. Horley stated that, although the contract engaging the defendant was signed in December last, the defendant was actually engaged between January 14th and 22nd. The universal custom in the case of a touring company was that the period of engagement started from the day of setting out. The Company took train from San Francisco to Seattle on February 14th, and plaintiff commenced to pay for the Company's food from that day. The defendant's salary began on or about March 16th, when they opened at Yokohama. By the contract, the defendant bound himself to play for 8 months, and for a further 6 months at the option of his employer. The eight months commenced from the date they left San Francisco. In Vladivostock, on July 6th, the defendant asked him to terminate the agreement, saying "I want to finish and I want to leave in two months. Witness replied: "It is impossible. When you have finished your contract you can go home." On August 18th he received a letter from Messrs. Wilkinson & Grist stating that the defendant, having completed his agreement, wished to go back to the States, and asking for his passport. Plaintiff then went to discuss the matter with the defendant, but found that the latter had left for Canton. Plaintiff estimated that he made an average of $400 net profit from each performance. The defendant did not re-appear on Aug. 18th, and, in consequence, the performance advertised for that date had to be cancelled. This caused a loss to him of $500 working expenses, besides money which he should have received from the public. The Company was due to arrive at Singapore on August 24th, and to give ten performances there. The defendant was the leading man, and if plaintiff was obliged to perform in Singapore without him the reputation of the Company throughout the East would be seriously damaged. The absence of the defendant in Singapore would, in plaintiff's estimation, reduce his takings, after the first performance, by one-half. There was a very good chance of his not being able to perform in Singapore at all without the defendant.

Plaintiff also claims from the defendant the return of $290 (gold), being the balance of certain money lent.

ALLEGED MURDERERS ARRESTED.

SMART WORK BY YAUMATI POLICE.

The Yaumati Police are to be congratulated on the arrest of four Chinese who are suspected of being concerned in the murder of the master of a rattan shop in Shanghai Street.

As reported a few days ago, the master of the rattan shop was walking along Shanghai Street on Saturday night when he was attacked by ten men, armed with daggers. When the Police arrived on the scene the injured man had succumbed.

The Yaumati Police became active immediately, and as a result of their investigations they surrounded a house in Yaumati and arrested six men. At an identification parade two men were not identified and these were discharged. Of the other four the evidence against one man is very strong, but there is only one witness able to testify against the remaining three.

The men were charged at the Magistracy, yesterday, with murder.

Mr. Lindsell remanded the case for a week.

A SNATCHING CASE.

At the Magistracy, yesterday, a Chinese was charged with snatching a gold watch and chain and two pendants from another Chinese in Connaught Road Central early yesterday morning.

Inspector Brazil informed the Magistrate that the watch and chain only had been recovered. Defendant was arrested after a long chase.

Mr. Smith sentenced defendant to six months' hard labour.

AMMUNITION SMUGGLERS ARRESTED.

SMART WORK BY DETECTIVES.

As the result of some smart work by the detectives of the local Police Force three ammunition smugglers were arrested, yesterday, and produced at the Magistracy.

In the first case a Chinese coolie was charged with being in unlawful possession of 1,400 rounds of ammunition.

Defendant informed the Magistrate that he was only a coolie and had been engaged by a Chinese passenger on the *Empress of Japan* to convey a parcel from the vessel to the Kowloon Ferry Wharf.

Sergeant Aris stated that, on information received by the Police, a Chinese detective was detailed to investigate the smuggling of ammunition. This man waited near the Ferry wharf and noticed two men, one of whom was carrying a cobbler's basket, coming towards him. As soon as the men saw him they attempted to run away. The man carrying the basket managed to escape, but the coolie was arrested. Concealed in a girdle tied round his waist were 200 rounds of ammunition. The basket contained 1,200 rounds.

Defendant: The man asked me to put the ammunition in my girdle. At first I thought they were nails.

Defendant: Defenant was not carrying the basket!

Sergeant Aris: No.

Mr. Lindsell: Then it is hardly fair he should be charged with the possession of the whole of the ammunition. I will fine him $200, with the alternative of two months' hard labour.

The luggage of a Chinese passenger from America was searched by detectives on the wharf, and, ingeniously concealed in a specially-constructed false-bottomed box, were discovered a Colt revolver, a Wesson Smith revolver, and 853 rounds of ammunition.

At the Magistracy, yesterday, defendant was fined $50.

Inspector Brazil expressed surprise that so small a fine should have been imposed for such a large quantity of ammunition. Mr. N. L. Smith, however, adhered to his decision.

The principal tenant of a flat in Hollywood Road, who was fined recently for keeping a house of ill-fame, was charged at the Magistracy, yesterday, with being in unlawful possession of 50 rounds of ammunition. A Chinese girl living in the same flat was charged with possession of a similar quantity.

Sergeant Wills stated that the Police had received information that the flat was frequented by bad characters who were "wanted" by the Police for various offences, and consequently a surreptitious watch was kept on the house. No bad characters, however, visited the place, probably being aware of the Police activities. Witness executed a search warrant and discovered 50 rounds of ammunition concealed underneath a mattress, while the girl had hidden 50 rounds in her clothing. Witness believed the principal tenant was a dealer in arms, because the ammunition was of different calibres.

Mr. Smith was of the opinion that the girl was merely a tool in the hands of an unscrupulous person and discharged her. He sentenced the principal tenant to twelve months' hard labour without the option of a fine.

PRISON WARDERS ENTERTAIN COMRADES FROM THE WAR.

The members of the Warders Mess, Victoria Gaol, gave a dinner, last night, in honour of their colleagues who had returned from war service—Messrs. Speed, Johnson (M.M.), Didsbury, Millington (M.M. and bar) and Gibson.

Mr. A. G. Passmore, principal warder, presided. The Hon. Mr. E. D. C. Wolfe, C.S.P., was unavoidably delayed and attended the function at about 9 p.m. At about 9.45 p.m. an alarm of fire caused the Hon. Mr. Wolfe and several members of the Police to make a hurried departure.

Great conviviality prevailed during the repast, after which a number of naval, military and police guests attended. A very enjoyable time was spent, amongst those who contributed to a musical programme being Messrs. Speed, Pimlott, Ettershank, Pirdie, Hoyt, Bishop, Millington, Rushton, and West. Mr. Shervington gave an exhibition of sword-swinging, with pianoforte accompaniment by Mr. Hoyt.

The proceedings continued till about midnight.

A TRIAD SOCIETY.

THE SECRET SIGNS.

At the Magistracy, on Wednesday afternoon, before Mr. N. L. Smith, four men and a boy were charged with unlawfully keeping a Triad Society.

Mr. Mok Lai Chee, headmaster of the Morrison English School, stated that he was an expert in reading secret documents, and had examined all the documents which were found in defendants' quarters. One exhibit contained rhymes and pass words of the Society; another had questions, answers, and special names for identifying members. Five stones and five straws were put before a man, and if certain questions were correctly answered then the man was acknowledged a lodge member of the Society. Another exhibit was a circular sent out by the Wai San Society to officers and members soliciting money for the purchase of furniture, while another was a letter sent by Tai Ping Shan Sanitary Board Coolies (members) to the Wai San, asking leave to attend an important meeting.

Inspector Watt deposed that under an arms warrant he went on August 11th, accompanied by a Chinese chief detective, to 11, Yau Yee Lane, and found defendants sitting round a table in the hall playing cards. On searching the place he found a basket containing all the documents. He brought the defendants to the Central Police Station. Continuing, he said that on a previous night a fight occurred between Sanitary Board coolies and members of the Society, in which knives and daggers were used. He received information that on the night of August 11th a fight would take place and those who would participate could be found in Yau Yee Lane.

First defendant denied that he was a member. He had only visited the house to find a friend. Second defendant also denied membership, but the third admitted he was a member. The fifth defendant said he was engaged there as boy and knew nothing of the Society's affairs. His sole duty was to sweep the floor. He did not know that the basket (containing the documents) was in the hall.

Mr. Smith sentenced each of the defendants to two months' hard labour.

TRAGIC DEATH OF A NAVAL MAN.

The death occurred, under very distressing circumstances, at the Naval Hospital, at 2 a.m. yesterday, of Mr. John Graham, of the Torpedo Depot, Kowloon. The deceased was returning to his quarters at 10.20 at night when he tripped upon the drawbridge in the Torpedo Depot and fell, striking his temple on the masonry work. He was immediately removed to the Naval Hospital, where everything possible was done for him, but in vain. The late Mr. Graham, who is a native of Blackburn, was 43 years of age. He leaves a widow and three children. His eldest boy, a lad of 13, is an invalid in the Perth Hospital, where he has been an inmate ever since he was discharged from the Army two years and a half ago, suffering from wounds and shell-shock. The late Mr. Graham joined the Torpedo Depot, Kowloon, from H.M.S. *Suffolk* about three years ago.

The funeral took place at the Roman Catholic Cemetery, yesterday afternoon. The cortege passed the Monument at 5 p.m. in the following order:—Firing Party; band of H.M.S. *Kent*, playing Beethoven's "Funeral March"; the gun-carriage bearing the coffin covered with the Union Jack; members of the various units of the Garrison and officers and men of H.M.'s. warships; and some civilians.

The Rev. Fr. A. Plazack officiated both at the chapel and at the graveside.

After the service, the coffin was lowered into the grave. The usual three volleys were fired and the "Last Post" was sounded by a bugler of the Royal Marines.

The following sent wreaths:—"John, Jock, Tommy, Polly and Jackie"; H.K.S.-R.G.A. Sergeants' Mess; R.N.Y.P. Mess; Sergt. and Mrs. Titmas; Garrison Mess; Sergt. and Mrs. George; C.Q.M.S. Thomas; Mr. A. S. Abbas; Mr. and Mrs. J. Steer; Sergt. Tyrrell; Insp. Boulger; Victualling Dept., Kowloon; Insp. and Mrs. Gerrard; Chief and E.R.As. *Tamar*; Stokers of the *Tamar*; European Staff, Victualling Yard; Mr. Mitchell, Naval Canteen, Kowloon; C.P.Os. *Tamar*; Mr. J. Lockie and Mr. W. Henderson; S.P.Os. *Tamar*; Eng. Commanders Reed and Samson; Chief Armourer of the *Kent*; S.P.Os. and Stokers, Kowloon; Stoker P.Os. *Tamar*; late shipmates of H.M.S. *Suffolk*; C.P.Os., Kent; Chief and E.R.A's. *Kent* (2); Chief Stokers, *Kent*; Seamen's Deck, *Fame*; and Mr. J. B. Ross.

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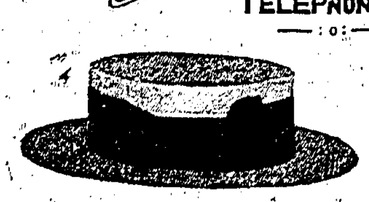
Cable Address: "HINGWAH."

Wm Powell Ltd.

TELEPHONE 346



JUST RECEIVED!

LATEST STYLES IN STRAW HATS AND SUN HELMETS

MADE BY

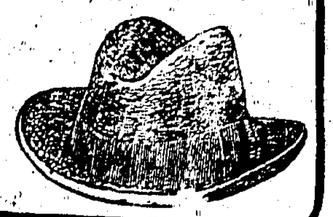
GLYN & CO.,

44, OLD BOND ST., LONDON, W.

SINGLE AND DOUBLE TERAIS

* * * * *

SOFT FELTS AND THE POPULAR VELOURS IN ALL THE NEWEST MATERIALS.



NEW ADVERTISEMENTS

CHINA COAST OFFICERS' GUILD.

MEMBERS are informed that the Secretary is now in Hongkong and may be consulted at the Guild Office, 10, Des Vœux Road, between 2 and 4 in the afternoon. [1149

WANTED.

WANTED POSITION by Young Lady as STENO-TYPIST with good prospects. Efficient and Painstaking. Moderate salary expected.
Apply to—
Box No. 1150,
Care of "Daily Press" Office.
[1150

TO LET.

FROM October 1st, a SIX-ROOMED HOUSE, Furnished. Good location in Kowloon.
Apply—
Box 1151,
Care of "Daily Press" Office
[1151

THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

SHAREHOLDERS are reminded of the EXTRAORDINARY GENERAL MEETING of the Company to be held on WEDNESDAY, the 10th day of September, 1919, at 11.30 o'clock in the forenoon, at the Office of Messrs. JARDINE, MATHESON & COMPANY, LIMITED, No. 16, Pedder Street, Hongkong, for the purpose of considering and if thought fit confirming as a Special Resolution the Resolution set out underneath which was passed at the Extraordinary General Meeting of the Company held on the 20th day of August, 1919.

That the Articles of Association of the Company be altered as follows —

(1) By inserting in Article 31 after the words "upon all the shares" in the second line thereof the words "other than fully paid shares."

(2) By adding at the end of Article 88 the following words "but any director so appointed shall hold office only until the next following Ordinary General Meeting of the Company, and shall then be eligible for re-election."

(3) By adding the following new Article to be numbered 99a viz:—
"The Company may by a Special "Resolution remove any Director "before the expiration of his period of "Office."

(4) By striking out the word "forfeited" in the second line of Article 135 and inserting in place of such word the word "utilized" and by omitting the full stop at the end of such Article and by adding at the end of such Article the words "until claimed."

(5) By inserting in Article 141 after the word "served" in the sixth line thereof the following words "and two copies of each of these documents shall at the same time be forwarded to the Secretary of the Share and Loan Department, The Stock Exchange, London"

By Order of the Directors,
JARDINE MATHESON & Co., LTD.,
General Managers.
Dated 21st day of August, 1919.
[1152

G. R.

IN THE MATTER of the Trading with the Enemy Ordinances, 1914 to 1919.

THE CUSTODIAN OF ENEMY PROPERTY, Hongkong, has for sale by Private Tender the following number of shares in the undertaking of the HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED, namely, 290 (Two Hundred and Ninety) Ordinary Shares in respect of the Capital of the said Company as existing prior to its increase in 1915 and 57 (Fifty-seven) Ordinary Shares (being the rights in respect of the said 290 Shares) in respect of the Capital of the Company as increased in 1915.

Tenders for the above will be received up to and including the 10th day of September, 1919.

Particulars, Forms of Tender and Conditions may be obtained from the CUSTODIAN OF ENEMY PROPERTY, Hongkong, at the Treasury, Hongkong, or from Messrs. DEACON, LOOKER, DEACON & HABSTON, Solicitors, 1, Des Vœux Road Central, Hongkong.

By Order,
C. McI. MESSER,
Custodian of Enemy Property,
Hongkong.
Hongkong, August 15th, 1919 [1132

TIENTSIN DISTRICT.

PILOTAGE NOTIFICATION.

NOTICE IS HEREBY GIVEN that an EXAMINATION OF CANDIDATES as provided for by Article IV of the General Regulations for the Pilotage Service in China will be held in this Office on THURSDAY, the 28th day of August, 1919, at 10 A.M.

ROBERT DOUGLAS,
Harbour Master.
Harbour Master's Office,
Custom House,
Tientsin, August 8th, 1919 [1126

TO-NIGHT

WHEN YOU VISIT

THE CORONET

PUT YOUR NAME DOWN

TO RECEIVE GRATIS

THE REVUE.

INTIMATIONS

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE.

IT IS HEREBY NOTIFIED that an INTERIM DIVIDEND of $4 per Share has been declared for the Half Year ending June 30th, 1919.

The Dividend will be payable on and after THURSDAY, AUGUST 28TH, 1919, at the Offices of the Company, where Shareholders are requested to apply for Warrants.

The REGISTER of SHARES of the Company will be CLOSED from August 20th to 27th, 1919, (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Board Directors,
J. H. TAGGART,
Manager.
Hongkong, August 14th, 1919. [1119

THE HONGKONG ROPE MANUFACTURING, CO., LTD.

AN INTERIM DIVIDEND of ONE DOLLAR ($1) per Share for account 1919 will be payable on THURSDAY, AUGUST 28TH, 1919. Shareholders are requested to apply for Dividend Warrants at the Company's Office St. George's Building, Hongkong.

The TRANSFER BOOKS of the Company will be CLOSED from Thursday, August 21st, 1919, to Thursday, August 28th, 1919, both days inclusive.

SHEWAN TOMES & CO.,
General Managers.
Hongkong, August 15th, 1919. [1125

WANTED.

AN experienced COMPRADORE for Export Business, immediately, who is able to furnish security either Title Deed or Cash.

Reply stating experience and salary required.
Apply—
Box 1140,
Care of "Daily Press" Office.
[1140

WANTED

A HOUSE in vicinity of Magazine Gap.
Reply— Box No 1131,
Care of "Daily Press" Office.
[1131

WANTED.

ON or before 1st October a 5 or 6-ROOMED HOUSE. Upper level.
Apply to—
HOUSE,
Care of "Daily Press" Office.
[1121

TO LET.

PART of Ground Floor.
10, Des Vœux Road Central.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
[1109

TO LET (UNFURNISHED).

NO. 9 MOUNTAIN VIEW, from 1st October, 1919.
Apply A.B.,
Care of "Daily Press" Office.
[1064

TO LET.

NO. 101, THE PEAK, 6-Roomed House at the Peak.
Apply to—
PERCY SMITH SETH & FLEMING
[622

TO LET.

FURNISHED at the PEAK, No. 4, Stewart Terrace.
Apply—
H. E. POLLOCK,
Supreme Court.
[937

TO LET.

FURNISHED for 12 months, No. 87, THE PEAK (No. 1 Stewart Terrace) containing 3 Bedrooms and Bathrooms, Hot and Cold Water, Drying room, Dining Room, Drawing Room, Sitting Room and Usual Offices and Servants' Quarters, also Large Garden. Possession July 15th.
Apply to
HUMPHREYS ESTATE & FINANCE CO. LTD.,
Alexandra Buildings
81

FOR SALE, or TO LET on long lease.

FURNISHED or UNFURNISHED from October 1st, 1919. No. 96 THE PEAK, (End House of Stewart Terrace) Hot Water throughout Double Grass Tennis Court with Pavilion and large Kitchen Garden.
Apply—
E. A. M. WILLIAMS,
LOWE, BINGHAM & MATTHEWS,
Chartered Bank Buildings.
1049

FOR SALE.

"MOUNTCOTH" No. 131, THE PEAK. 6-Roomed House with Large Garden.
Apply—
LOXLEY & CO.,
York Buildings.
[1145

INTIMATIONS

G. R.

PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 25th day of August, 1919, at 3 P.M., at the Offices of the PUBLIC WORKS DEPARTMENT, by Order of HIS EXCELLENCY THE OFFICER ADMINISTERING THE GOVERNMENT, of One Lot of CROWN LAND at Tokwawan in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His MAJESTY THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality.	Boundary Measurements. N.	E.	S.	W.	Contents in Square feet	Annual Rent	Upset Price.
1	Kowloon Inland Lot No. 1322. Deliotti Mansion & Kowloon Inland Lot No. 1326.	Kowloon Inland Lot No. 1322. Deliotti Mansion & Kowloon Inland Lot No. 1326.	feet	feet	feet	feet		$	$
			As	per	sale	plan.	87,110	500	13,066

[1133

G. R.

PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 25th day of August, 1919, at 3 P.M., at the Offices of the PUBLIC WORKS DEPARTMENT, by Order of HIS EXCELLENCY THE OFFICER ADMINISTERING THE GOVERNMENT, of One Lot of CROWN LAND at North Point in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of HIS MAJESTY THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of sale	Registry No.	Locality.	Boundary Measurements. N.	E.	S.	W.	Contents in Square feet	Annual Rent.	Upset Price.
2	Inland Lot No. 2723.	East of Bay View Police Station.	feet.	feet.	feet	feet		$	$
			As	per	sale	plan.	112,000	1,100	33,670

[1134

A. G. DA ROCHA,
AUCTIONEER, SURVEYOR AND GENERAL BROKER.
Queen's Road Central, Telephone No. 2932.

HAVING been Favoured with instructions from The Concerned will sell by Public Auction on FRIDAY, August 22nd, 1919, at 2.30 P.M., at No 10, Pedders Street.

THE WHOLE STOCK-IN-TRADE OF THE KING TAI, BLACKWOOD FURNITURE DEALERS.

Comprising:—

Blackwood Mirrors, Wardrobe Armchairs Longtables, Writing Desks, Screens, Frames, Cabinets, and a collection of Chinese Curios and Old Chinese Pictures, also one Old Chinese Picture Ming Dynasty.

TERMS—Cash on Delivery.
Hongkong, August 21st 1919.

G. R.

NOTICE.

ALL PERSONS, with the exception of those of Chinese race desiring to leave the Colony for places other than Canton, West River or Macao should apply in person for permision to do so at the PASS OFFICE, POST OFFICE BUILDING between the hours of 9 A.M. to 1 P.M. and 3 P.M. to 4 P.M daily.

Applicants will be required to produce Passports or identification papers.

All persons, with certain exceptions, who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION of PERSONS ORDINANCE, 1916.

Forms of Registration, giving the particulars required, may be obtained at the G.P.O. and at all Police Stations.

The Penalty for non-compliance is a fine not exceeding $50.

46

PACIFIC MAIL STEAMSHIP CO.

OPERATORS FOR THE U.S. SHIPPING BOARD

will despatch the

S.S. "WESTCONOB"

FOR SAN FRANCISCO, VIA KEELUNG AND SHANGHAI

On AUGUST 25TH, 1919, at NOON.

Hongkong, August 20th, 1919. [1148

PALACE HOTEL, KOWLOON.
Corner of Haiphong & Hankow Roads.
Tel. No. 2. Tel. Address: Palace.

TWO Minutes from Ferry and Railway station. This Hotel has just been completely renovated and refurnished is now up-to-date in every respect and under English Management.

Cuisine under personal supervision of the Proprietor.

BAR AND BILLIARD ROOMS, TERMS MODERATE.

Special Arrangement for Families on Application to:—

J. H. OXBERRY,
Proprietor.
910]

INTIMATION

THORNE'S

OLD VAT

NO. 4.

SCOTCH

WHISKY.

THIS VAT WAS STARTED BY THE LATE ROBERT THORNE OF GREENOCK AND HAS BEEN SOLD AS No. 4 EVER SINCE 1831.

SOLE AGENTS:

A. S. WATSON & CO., LIMITED.

WINE AND SPIRIT MERCHANTS,

TEL. 616 [12

DEATH.

BARBE.—At the "Isolation" Hospital, Shanghai, on August 14th, EMILE FRANCOIS ANTIONE BARBE, a native of Flushing, Holland, of the Chinese Customs Service, aged 35 years.

HONGKONG OFFICE: 10A, DES VŒUX ROAD, C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, AUGUST 22ND, 1919

GT. BRITAIN'S INDUSTRIAL OUTPUT.

THERE is nothing very fresh or original in the speech which the PRIME MINISTER delivered in the House of Commons on reconstruction problems. Industrial unrest was inevitable after the great upheaval caused by the war. Did we not tell one another repeatedly that the men who were fighting their country's battles would never be content to return to the old conditions, and that Great Britain must be made a country worthy of heroes? Nor could it be expected that those who were working feverishly "behind the firing-line" to supply the needs of the nation and the army would not experience a re-action when the tension was released. If there had been no question of jangled nerves owing to the strain, the increased cost of commodities due to the energies of the world being devoted to destruction instead of production for five years would have necessitated a demand for double the pre-war rates of wages in order that the workers should maintain their former *standard of living*. That which we have witnessed in Great Britain has its counterpart in many other countries, for "the world is suffering from shell-shock on a big scale." Even on the vexed question of coal, the latest reports from the United States predict "the greatest shortage in history" next winter unless production is stimulated 25 per cent. or more immediately. At the present rate of production, it is said, one industrial plant out of every eight will have to shut down next winter for lack of coal. Various causes are given for the failure of the mines to keep up production, among them being the refusal of many miners who were laid-off during the warm last winter to return, and the emigration of thousands of European workmen. In these facts lie our promise of salvation, for if the conditions are general Great Britain will not be handicapped in the race for commercial supremacy. At the same time too much emphasis cannot be laid upon the imperative need of increasing production—the only alternative to which is, in the arresting language of the PRIME MINISTER, "to quit the country." There has been an almost sensational decrease in the output of every branch of industry except agriculture. This is attributable in part, no doubt, to the dislocation caused by turning over from the work of war to that of peace. It is admitted that there has been a shortage of labour and that there have been difficulties of transport, but it is encouraging to learn that already over three and a half million men have been demobilised and that all but 350,000 have been absorbed industrially. This should give contractors greater confidence than they have exhibited hitherto owing to the uncertainties of the situation and the rising prices of material, and thus remove one of the factors which have had a paralysing effect upon trade. According to the PRIME MINISTER, employers as well as employed have been guilty of "slowing down." Manufacturers, apparently, have shown a disposition too be satisfied with smaller trading because they were assured of higher prices. The workers, on their part, have reduced their output "in almost mathematical proportion to the diminution of hours," thereby placing a weapon in the hands of those who are opposed to industrial reform. The position, as described recently in the PRIME MINISTER'S speech to the House of Commons on the Peace, is that "output has decreased and the cost of production has increased exactly the opposite road to that which leads to prosperity." There has been a tendency to assume that, the war being ended, "all would come right without any effort, that plenty would spring up unaided from the blood-stained ground, and that all that was needed was to scramble." There will not be much to scramble for if these methods are followed by all classes of the community, or even by any considerable section. The theory must be abandoned by those who subscribe to it that the less each individual does the greater the opportunities for employment. That policy makes for higher prices and lower exports, and the natural corollary is less work and reduced purchasing-power. The great desideratum is a fair day's work and a fair day's pay. This can only be secured by substituting cordial co-operation for bitter conflict between Capital and Labour. The best means of achieving this would appear to be some system of profit-sharing, under which the interests of both parties would be identical. The existing arrangement must result in constant strikes as the value of the concessions won gradually diminishes owing to the advance in the cost of living brought about by all-round increases in wages unaccompanied by a corresponding increase of production. It has to be remembered that from a creditor nation we have become a debtor. The huge sums formerly due to us in interest on our investments abroad—money with which we paid for a large proportion of our imports—are due to us no longer, for we have sold most of our securities and have contracted heavy liabilities in addition. To the United States alone we owe a thousand millions sterling.

Ticket 138 won the pink crêpe-de-chine petticoat, etc., raffled in aid of the Ministering Children's League.

It is understood that one of the five men who were stabbed as the result of a rattan-maker's dispute has succumbed to his injuries in hospital.

The *Inaba Maru*, which arrived in Hongkong yesterday from Yokohama, is carrying 13 German "exiles" destined for the Marshall Islands.

An aviation company has been promoted to undertake mails, commercial and passenger work in Ceylon. Among the directors is Major-General Sir W. G. Brancker. The capital is Rs. 15 lakhs.

A report from Peru says that a Japanese company has purchased 800,000 acres of land suitable for the cultivation of coffee, sugar, and cotton, and that it will be the first step of the colonization of Japanese on a large scale in that country.

One case (one death) of cholera and one case (one death) of enteritis were reported in the Colony on Wednesday.

The *Atreus*, which has been commandeered for the use of demobilised naval and military units, is leaving to-day with over 1,000 persons on board.

The U.S.S. *Albany* arrived in Hongkong, yesterday morning, from Vladivostock, *via* Shanghai, where she was detained for four days owing to a case of cholera on board. She is on her way to Manila.

A box-maker residing in Wanchai was attacked by a man with a chopper, yesterday. The assailant escaped. The injured man was removed to the Government Civil Hospital in an ambulance. He refused to give any information concerning his assailant or the motive for the attack.

A little Chinese boy, who was charged at the Magistracy, yesterday, with hawking without a licence, told the Magistrate, with tears coursing down his cheeks, that his mother was very poor and could not afford the necessary $2 for the permit. He was sentenced to receive ten strokes with the birch.

Another man has been arrested in connection with the theft of a quantity of of steel plates, valued at $5,000, from the Hongkong and Whampoa Dock Co. This brings the number of those alleged to be implicated in the offence to three. They all will be charged at the Magistracy on August 18th.

Numerous sampans in the Harbour were caught unprepared by the heavy wind that sprang up unexpectedly soon after 7 p.m. yesterday, and it is feared that many lives were lost. Four overturned sampans were dashed to pieces against Blake Pier, and it is surmised that their occupants met with a watery grave.

During Marquis Saionji's short stay in Hongkong, the residence of Mr. S. Yasuda, the N.Y.K. Manager, where he spent the day, was guarded by three Indian constables. During the "At Home" by the Japanese community at the Hongkong Hotel, two English detectives were on duty upstairs, while two extra Indian constables guarded the main entrance to the Hotel.

Amongst those who arrived in the Colony, yesterday, on the *Persia Maru* were Senhor Correia da Silva, the new Governor of Macao, Senhora da Silva, their four sons, and Senhor Fausto Henriques Correia. His Excellency's A.D.C. The party was met on board by Mr. E. V. M. R. de Sousa, Portuguese Consul-General. The new Governor and the Consul called at Government House at noon. Senor da Silva, who is a son of Count Pacos d'Arcos, a former Governor of Macao, leaves for that Colony to-morrow on the Portuguese gunboat *Patria*, which arrived in port yesterday.

The *Empress of Japan*, which was to have left Hongkong at noon on Wednesday, is being delayed in port awaiting the arrival of a telegram from Vladivostock. It is believed that this telegram will contain the number of passages which the military authorities will require from Vladivostock to Vancouver. This information has been expected for a week. The delay is increasing the problem of hotel accommodation in the Colony. The Hongkong Hotel is not taking any more permanent boarders, feeling that it is its duty to cater as much as possible for the constant stream of visitors.

TYPHOON WARNINGS.

The following telegrams have been received by the American Consulate-General, Hongkong, from the Manila Observatory:—

5.30 p.m., August 20th.

Typhoon crossing Northern Luzon, moving W.N.W. or N.W.

Typhoon South of Guam, direction unknown.

11.15 a.m., August 21st.

Typhoon West of Northern Luzon more than 100 miles distant, moving W.N.W.

Typhoon near or over Guam, direction unknown.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

AUSTRIA'S SHARE IN THE BOXER INDEMNITY.

PARIS, August 19th.

A Commission has been appointed to consider the question of Austrian interests outside Europe, of which one of the most important is the Austrian application for permission, on the ground of poverty, to collect from China the Austrian share of the Boxer indemnity.

SERIOUS STRIKES IN UPPER SILESIA:

ALLIED OCCUPATION PROBABLE.

WAR RESTRICTIONS ON EXPORT OF CAPITAL REMOVED.

GENERAL LUDENDORFF'S INTERESTING MEMOIRS.

BRITISH RAILWAYMEN OFFERED DOUBLE PRE-WAR RATES.

BRITISH FLEET CONCENTRATING AT KRONSTADT.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

THE LEAGUE OF NATIONS.

PRESIDENT WILSON OPENS PROMISED DEBATE.

WASHINGTON, August 19th.

President Wilson, opening the Conference with the Senate Foreign Relations Committee, at White House, said he did not object to interpretations as to how the United States accepts the League of Nations, provided these did not constitute part of the formal ratification.

If interpretations were a part of the formal ratification, it would mean a long delay, as other Governments would have to accept the language of the Senate as the language of the Treaty. Most of the interpretations seemed to him to suggest the plain meaning of the instrument itself.

President Wilson declared that he rewrote his draft of the League of Nations in the light of the paper by General Smuts, who "seemed to have done some very clear thinking, particularly as regards what was to be done to pieces of a dismembered Empire."

Replying to a number of questions, he said that in the event of the League considering the application of force against some Power to be necessary, the United States would not be under legal obligation to participate, but would be under a compelling moral obligation.

The League would prevent Japan from assuming any complete sovereignty over Shantung. Asked whether he thought that Japan could be depended upon to carry out her promise in good faith, the President replied that he had every confidence she would.

WAR RESTRICTIONS.

ON THE EXPORT OF CAPITAL.

The Treasury announces the removal of certain war restrictions on the export of capital.

Remittances can now made abroad for the purchase of any form of property. Hitherto money could only be remitted for the purpose of buying merchandise.

Securities held abroad can now be sold in the Stock Exchange, provided they have not been of enemy ownership since the outbreak of war.

HUNGARY.

BRITISH RECOGNITION OF NEW GOVERNMENT.

PARIS, August 19th.

The Peace Conference has not replied to the telegram of the Archduke Joseph saying that he would only hold office till the Constituent Assembly was convoked and the future form of Government was decided, but have telegraphed to the Allied Mission in Budapest reiterating that, while the Allies must reckon with any Government in power, they cannot recognise a Government which is not elected by the Constituent Assembly.

ANGLO-PERSIAN AGREEMENT

FRENCH UNEASINESS ABOUT FATE OF SYRIA.

PARIS, August 18th.

A Havas message says:—

The Press continues to criticise the Anglo-Persian Agreement and express uneasiness about the future of Syria.

"DEEP SURPRISE" FELT IN FRANCE.

PARIS, August 19th.

A Havas message says:—

The Persian Mission in Paris regards the Agreement as having dealt a blow to all hopes of a free and independent Persia.

Deep surprise is felt that President Wilson, the father of the League of Nations, has not sent a strong protest against what they regard as a fundamental violation of the principles of the League of Nations.

LUDENDORFF'S MEMOIRS.

SOME INTERESTING REVELATIONS.

BERLIN, August 19th.

Interesting extracts are published from General von Ludendorff's memoirs, written after the Armistice.

He complains that the Suffrage decree of July, 1917, "revealed our weak points to the enemy, showing our fears of revolution."

After the Reichstag peace resolution of 1917, both he and Hindenburg tendered their resignations, which were withdrawn upon Dr. von Bethmann-Hollweg retiring.

He refers to Herr Kuehlmann as a post-Bismarck type of diplomatist, whose name will ever be associated with the "Bolsheviks' entry into Berlin, and the permitting of Bolshevik propaganda from the Russian Embassy."

Dealing with the critical days towards the end of 1918, he says that even after President Wilson's Second Note he urged a fresh national effort. Indeed, Hindenburg issued an Army Order sharply condemning President Wilson. This Order, says Ludendorff, "brought about my fall."

The Kaiser declared against the Order, so Ludendorff, feeling he had lost his master's confidence, resigned.

The Kaiser, accepting his resignation, said: "Your departure makes it possible for me to create a new State with the help of the Social Democrats."

Ludendorff then went to see Hindenburg, and said: "In a fortnight we shall no longer have a Kaiser."

Perhaps the least known fact the memoirs disclose is that the Germans nearly lost the Battle of Tannenberg, which was only won by Ludendorff drawing off all the troops facing Rennenkampf's Army and concentrating them against Samsonoff's Army.

"The battle lasted from August 27th to August 30th. Rennenkampf's immense army lay like a threatening thundercloud in the north-east. All he had to do was to come up and we would have been beaten, but he did not march with his main body beyond the Allenburg-Gerdauen—Neidenburg line, and we won a brilliant victory.

"Few people knew my anxious thoughts during these three long days as I looked towards Rennenkampf's Neimen Army."

GERMANY'S NAVAL LOSSES.

A TOTAL OF 508 VESSELS.

BERLIN, August 19th.

The organ of the German Navy League states that Germany's naval losses in the war were 508 vessels, including 191 submarines, of which 178 were lost in open fight. The personnel who perished in these vessels numbered 18,854.

BRITISH LABOUR.

RAILWAYMEN OFFERED 100 PER CENT. INCREASE.

LONDON, August 19th.

The Railwaymen's Unions are considering the new Government offer of standard rates of wages, representing an increase of 100 per cent. on pre-war rates.

THREE DAYS' STRIKE CALLED OFF.

There will be no three days' strike in Liverpool, as threatened unless the Police strikers were reinstated.

A BALLOT BEFORE STRIKING.

At a meeting yesterday evening, the Mersey Federation, representing 28 shipbuilding and engineering trades, decided to ballot before striking.

WAREHOUSEMEN WILL REMAIN AT WORK.

A crowded meeting of warehousemen resolved to remain at work.

IN THE CAUCASUS.

GREEK APPEAL TO THE PEACE CONFERENCE.

SALONIKA, August 19th.

The representatives of 35,000 Greeks in the Ardantshad District of the Caucasus have telegraphed to the Peace Conference requesting protection against Turkish soldiers and brigands who, with Erzerum as a base, are massacring and pillaging the Greeks there.

FRANCE'S OUTLOOK.

PRESENT SITUATION WARRANTS OPTIMISM.

PARIS, August 19th.

A Havas message says:—

M. Tardieu has delivered a great speech stating that the outlook for the future of France is most re-assurring. Already signs of re-birth are visible.

Alsace-Lorraine is bringing in her vast resources of mineral wealth and fertile soil.

The Cameroons and Togoland belong to France. Morocco is liberated from the political and diplomatic bindrances devised by Germany.

French exports, in the first six months of the present year, show an increase of 114,804,000,000 francs, as compared with last year. In short, said M. Tardieu, the present situation warrants optimism.

THE NEW ALLIANCE.

PARIS, August 19th.

A Havas message says:—

The annual meetings of the General Councils of French Departments began yesterday. In nearly all the speeches reference was made to the wonderful victory won since the meetings held last year.

M. Barthou declared that if the strike is to become an instrument of oppression of the majority by the minority, it must be done away with.

Other speakers pointed to the guarantee which the English-American Alliance gives to France.

DARDANELLES EVACUATION.

COMMISSION'S FINDING.

LONDON, August 20th.

The *Times* states that the Dardanelles Commission has found that the evacuation was justified. It expresses surprise at the Government's delay in publishing the finding.

GEN. SIR ARTHUR CURRIE.

CANADA'S FIRST AND ONLY GENERAL.

OTTAWA, August 20th.

Sir Arthur Currie, commanding the Canadian troops, has been promoted full General, and appointed Inspector-General of Canada. He is the first and only General Canada has hitherto possessed.

AMERICAN DAYLIGHT SAVING BILL.

PRESIDENT WILSON'S VETO DISREGARDED.

WASHINGTON, August 19th.

The House of Representatives, disregarding the President's veto, passed the Daylight Saving Repeal Bill by 223 votes to 101. The Bill now goes to the Senate.

OBITUARY.

THE HON MARK NAPIER.

LONDON, August 19th.

The Hon Mark Napier, for 30 years a member of Reuter's Board, and Chairman for many years past, died at Inverness, to-day, of heart failure and complications.

PARLIAMENT.

ADJOURNS UNTIL OCTOBER 22ND.

LONDON, August 19th.

Parliament has adjourned until October 22nd.

COUNTY CRICKET AT HOME

THREE DAY GAMES NEXT SEASON.

LONDON, August 19th.

The Advisory Committee of the Marylebone C.C. has decided that next season's County Championship games will be of three days' duration.

LONDON, August 19th.

Yorkshire beat Warwickshire by an innings and 61 runs.

Sussex beat Lancashire by six wickets.

Surrey beat Kent by ten wickets.

The Gloucester *v.* Worcester match was drawn.

MEXICO.

CAPTURED AIRMEN SAFE.

MARFA (Texas), August 20th.

The captured airmen have re-crossed the border safely. The ransom was paid.

United States cavalry have entered Mexico in pursuit of the bandits.

EARLIER CABLES.

AMERICAN GOVERNMENT'S REQUEST TO CARRANZA.

WASHINGTON, August 18th.

The Government has called on Mexico to secure the immediate release of the American aviators.

Officials of the State Department announce that the ransom will be paid.

LATEST CABLES.

PRIME MINISTER ON RECONSTRUCTION.

BRITISH PRESS COMMENT.

LONDON, August 19th.

Neither the Tariffers nor the Free Traders in the Lobby are satisfied at the Premier's statement on our future trade policy. Both demand clearer definitions of dumping and key industries.

The action of the Board of Trade in carrying out its licensing powers will be closely watched.

"SHIELDING OF DEPARTMENTAL PRODIGALITY."

The *Daily Telegraph* is disappointed at the absence of reference to Ireland and other topics, but chiefly at the failure to recognise the strength of the demand from all responsible quarters for a reduction of public expenditure.

The newspaper says:—"This shielding of departmental prodigality will spoil the effect of the Premier's warnings in regard to the nation's financial position."

The same newspaper welcomes the bold and imaginative sketch of our industrial policy, the refusal of the nationalisation of mines, and the sensible, modest and practical trade proposals.

A MORE PRECISE STATEMENT EXPECTED.

The *Daily Graphic* says that the country expected a more precise statement on the reduction of Government expenditure, and not an announcement of new spheres of Government activity.

PREMIER FAIRLY REDEEMS HIS PLEDGES.

The *Daily Chronicle* says that, though he did not deal with all the topics the critics had pressed on his notice, the Premier fairly redeemed his pledges when he last addressed the Commons, and clearly indicated that he would not make a further statement on Ireland before the Recess.

The journal hopes that his appeal that the differences between employers and employed would be bridged will not go unheard.

"GRAVELY DISQUIETING."

The *Daily News* says that the speech was not merely disappointing, but gravely disquieting. He insisted on the need of commercial confidence, but an indispensable condition for the restoration of confidence is the enunciation of a bold, constructive Government policy. Instead of this, the Government offers a series of suggestions on which the Government will be glad to hear the Commons' opinion in two months.

"AS KEEN AS HIS POLICY WAS SOUND."

The *Daily Express* states that the Premier's survey was as keen as his policy was sound, but, as regards economies, it is his duty to set an example in public expenditure.

NEW TRADE POLICY CRITICISED.

The *Morning Post* says that Mr. Lloyd George, in spite of his warnings, does not appear seriously to intend decreasing expenditure. As regards trade policy, he proposes to supersede the system of licenses by a new system of protection, even more arbitrary, capricious and unscientific. "We can conceive nothing better calculated to paralyze industry and commerce."

MANY MATTERS REMAIN UNSETTLED.

The *Times* states that the utterance was disappointing. His special pleading failed to command attention, and left many matters unsettled.

STANDING ON THE EDGE OF A CHASM.

The *Daily Mail* states that the speech leaves the nation in a state of uncertainty. There were no new proposals, except in regard to mines. We were told in the plainest terms that we are standing on the edge of a chasm, but all action is postponed. The new commercial policy and the Imperial trade scheme remain the realm of suggestion.

EARLIER CABLES.

TRADE RESTRICTIONS TO BE WITHDRAWN.

LONDON, August 18th.

Continuing his speech in the House of Commons on the nation's trade and industrial outlook—portions of which speech have appeared in our last two issues—the Prime Minister announced that the interim trade policy of trade restrictions would definitely terminate on September 1st. They had been retained to shield industries during demobilisation and the transition from war to peace. The only result of maintaining them after September 1st would be artifically to increase prices that were already too high.

WATER POWER FOR INDUSTRIAL PURPOSES.

After dealing with the coal question, as reported in yesterday's issue, the Prime Minister announced that the Government would also submit a scheme for the utilisation of the water-power of the country for industrial purposes.

IMPROVEMENT OF INTER-IMPERIAL COMMUNICATIONS.

He emphasised the importance of fostering Imperial trade, not with a view to increasing our trade but from the important stand-point of the Empire and Civilization. He had several communications from statesmen of the Dominions upon the importance of fostering Imperial trade by improving the means of communication between the Dominions and the Mother-country also between India and the rest of the Empire chiefly by quickening transport. An Imperial Investigation Commission" proceeded the Prime Minister, "will be constituted, representing the British and Dominions' Governments, and also commercial interests, with a view to carrying out a scheme to improve and increase the trade between the Dominions, India and the Motherlands by improving the communications of the Empire."

DELAYS DUE TO AMERICA.

He hoped the Peace Treaty would be ratified by the beginning of September. Till then it would be recklessness to reduce the Army to a peace footing. He mentioned that the delay over the peace with Austria, Bulgaria and Turkey was owing to the fact that we were waiting to know whether America was prepared to take a share in guaranteeing the protection of peoples who, if unprotected, would be subject to terrorism, plunder and murder.

THE SETTLEMENT WITH TURKEY.

The future of the British Empire depended on the settlement of the Turkish question. The Government had received appeals from all quarters, including the Conference of the *Internationale* at Lucerne, not to withdraw the troops from the Caucasus. The inhabitants of that region also had make an appeal to the same effect—a fact of which he was proud—(Cheers.) There were also other places from which we could not withdraw all our troops at present, but he promised the House that the Army Estimates were being examined on the basis that the great menace to Europe had ended; hence considerable reductions would be effected. They must remember, however, that our soldiers' pay had trebled and that the cost of material had doubled.

TRUST THE LEAGUE.

The greatest economy could be effected if the great nations which promoted the League of Nations trusted it—(Cheers.) If they increased their armaments the League was a sham—(Cheers.) Those who believed in it most must trust it most. Gt. Britain was ready to trust it; let others do likewise—(Cheers.)

AN APPEAL FOR FAIR PLAY.

Referring to attacks on the Government, the Prime Minister asked—was it wise, fair or generous, when all systems of government were being challenged, to give Democracy the impression that the Government was guilty of nothing but mistakes, scandals and inefficiency, putting nothing to the credit side?

The Rt. Hon. gentleman concluded by declaring that with a clear eye, a steady hand, and a willing heart the Ship of State would reach calmer and bluer water (Cheers.)

LATEST CABLES.

UPPER SILESIA.

MARTIAL LAW PROCLAIMED.

BERLIN, August 20th.

A telegram from Gleiwitz, in Upper Silesia, says that the State Commissioner, in a proclamation, states that the Independents and Spartacists, as persons in Polish pay, have disturbed the peace of months, resulting in a strike, which has culminated in an armed revolt and plundering on August 17th and 18th.

He therefore proclaims martial law, suspends the right to strike, and orders the resumption of work.

COAL MINES BEING DESTROYED.

PARIS, August 20th.

The Allied representatives in Silesia have telegraphed that the strikers are destroying the coal mines in Upper Silesia. The Conference is despatching a Coal Commission to report on the situation.

GERMAN AGITATORS BUSY.

PARIS, August 19th.

The Supreme Council has considered the reports from Warsaw on the subject of strikes in Silesia, affecting 70 per cent. of her industry. The strikes are attributed to German agitators.

COAL DELIVERIES TO FRANCE.

BERLIN, August 20th.

The coal deliveries to France from the Ruhr region have already begun, exceeding 1,000,000 tons in the first month.

EARLIER CABLES.

GRAVE DISORDER EXISTING.

LONDON, August 19th.

The strike movement in Upper Silesia is spreading. Ninety per cent. of the workmen are out. Riots have broken out.

The workmen's demands include the abolition of a state of siege, and the re-opening of the frontiers to prevent famine.

ALLIED OCCUPATION PROBABLE.

PARIS, August 19th.

It is stated that the Supreme Council has asked the Allied military leaders to take steps to remedy the instability of the situation in Upper Silesia.

Allied occupation is probable.

LATEST CABLES.

GERMAN-AUSTRIA.

WEST HUNGARY FAVOURS UNION WITH GERMAN-AUSTRIA.

VIENNA, August 20th.

Meetings in 231 Communes in West Hungary passed resolutions in favour of a union with German-Austria.

The Magyar authorities endeavoured to suppress the meetings. This result in sanguinary collisions between the gendarmes and the German population.

AMERICAN FOOD COMMISSION AT WORK.

VIENNA, August 20th.

Mr. H. C. Hoover arrived here to-day, to confer with the American Food Commission.

EARLIER CABLES.

HUNGARIAN STATESMAN'S GRAVE WARNING.

COPENHAGEN, August 19th.

M. Lovaczny has sent a Note to German-Austria relative to the latter's request to the Peace Conference for authorisation to maintain order in West Hungary.

He protests against the step, which would endanger the friendly relations between German-Austria and Hungary.

He says that the German-speaking population of Hungary, which is "a flesh of our flesh" can only be freed from the terrors of Bolshevism by national troops sent thither.

AGGRESSION IN WEST HUNGARY.

PARIS, August 19th.

The Supreme Council has considered the Austrian Note complaining of the aggression of Magyar and Rumanian troops in West Hungary which the Peace Treaty has assigned to Austria.

A COAL FAMINE.

VIENNA, August 19th.

Owing to the coal famine, resulting from the miners' strike in Silesia, all express trains in German-Austria are cancelled.

LATEST CABLES.

FIGHTING BOLSHEVISM.

KOLTCHAK'S TROOPS STILL RETREATING.

LONDON, August 19th.

Reuter learns that Admiral Koltchak's troops are still retreating, but are putting up well-organised rearguard actions.

On the Zumen front, the troops are withdrawing to a new position east of the town of Yalotourovsk.

Round Chelsabinsk, an orderly retirement continues towards the Tobol River.

BRITISH FLEET CONCENTRATING AT KRONSTADT.

STOCKHOLM, August 19th.

A telegram from Helsingfors states that the reinforced British fleet has concentrated at Kronstadt, which is reported as being on fire.

BOLSHEVIK LOSSES IN THE NAVAL ACTION.

LONDON, August 19th.

The Admiralty confirms the statement that the Russian battleships *Petropavlovsk* and *Andrei Pervozvanni* were sunk in the action in the Gulf of Finland, and announces that a Russian destroyer was also sunk, while a Russian cruiser was probably seriously damaged. Three British motor-boats were lost.

The Admiralty does not mention the loss of a Russian transport or guardship, nor the losses among the British personnel.

IN A SUBSIDIARY ACTION.

HELSINGFORS, August 19th.

In addition to the Bolshevik warships previously mentioned as sunk in the naval battle, it is reported that a Bolshevik submarine and a depot ship were sunk in an action which occurred off Tolbaken Lighthouse.

EARLIER CABLES.

UKRAINIAN ADVANCE ON KIEFF.

LONDON, August 18th.

Reuter learns that the united Ukrainian troops are continuing their advance on Kieff.

They have completely cleared the district of Vinnitza of Red troops. Quantities of munitions have been captured.

Armed peasants are expelling the Bolshevists from the lower Dnieper districts.

General Denikin's forces are marching down the Dnieper towards the Estuary.

Red troops are fighting bitterly at Mirgorod, to cover the retirement west of Kieff.

STRIKES IN AMERICA.

END OF NEW YORK RAILWAY STRIKE.

NEW YORK, August 19th.

The strike of the railway shopmen has ended.

A basis of settlement has been reached in the strike on the sub-way and elevated railways. Both sides are making concessions.

The strike is expected to end abruptly.

THE PRINCE OF WALES.

ENTHUSIASTIC RECEPTION AT HALIFAX.

HALIFAX (Nova Scotia), August 18th.

The Prince of Wales landed here to-day and was very enthusiastically received by the Lieut.-Governor, the military and naval authorities and the usual crowds. The route was lined by war veterans.

WELSH CHURCH BILL.

PASSED BY THE COMMONS.

LONDON, August 19th.

The House of Commons passed the third reading of the Welsh Church Bill.

THE SILVER MARKET.

Silver is quoted at 69d. spot and 67⅞ forward. The market is steady.

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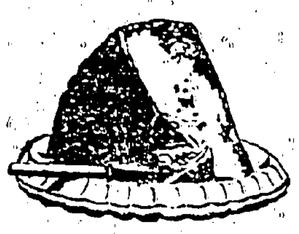

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PREMIER AT CRICCIETH.

ENTHUSIASTIC WELCOME HOME.

Mr. Lloyd George is always sure of a warm welcome from the inhabitants of his native town, but the people of Criccieth have never before had such a chance as on July 6th, of showing their admiration for one who is at once their neighbour and friend, the Prime Minister and the spokesman of their victorious country at the most momentous world council history has ever seen. They rose to the occasion in a style peculiarly their own, amid scenes which have never been approached in the little town even in the most fervent political excitement of past days. The Prime Minister's wish for a few days of complete rest and quiet was known to the residents, but it is was felt that some small recognition of his work at the Peace Conference was due from them at his first appearance among them since leaving Paris. Mr. Lloyd George consented to a short informal reception, and after a tumultuous hour of unrestrained rejoicing everyone in the district personally saw him home to his house on the "Breezy Hill" (Brynawelon), and left him there for the much-needed holiday.

THROUGH THE COUNTRYSIDE.

The Prime Minister's saloon at the rear of the train from Euston was the centre of admiring crowds, at every stopping place, but there was nothing in the way of a reception at any of them till he left the train at Rhyl for his customary drive through the mountains. His progress was known throughout the district by messages passed on from village to village, and all the countryfolk and their children turned out to cheer their distinguished countryman as he passed. The Prime Minister appeared to be revivified by the familiar scenery of his beautiful country, and his car went slowly so that he might take his fill of the wonderful mountain air, and in consequence, he arrived at Criccieth an hour later than was expected. Thousands of people crowded the little town. English visitors are spending the summer in the neighbourhood in large numbers, and many came from as far afield as Carnarvon and Barmouth. They, with the eager townsfolk, waited patiently in the shade of a large arch of evergreens erected across the roadway opposite the mates, or green, in the centre of the town, with, framed in leaves on either side, the words, "Croesaw Gartref" (Welcome Home) and "Congratulations to our Prime Minister." The roadway was kept by a large force of demobilised soldiers, many wearing ribbons on their tunics or their mufti. Red Cross nurses in uniform were in the foremost rank of the waiting crowd, with the schoolchildren, with their flags, and the local volunteers and a band.

TRIUMPHAL PROCESSION.

Shortly after seven o'clock Mr. Lloyd George's car ran down the long white hill to the eastward of the town, and was brought to a standstill at the beginning of the main street. The Prime Minister and Mrs. Lloyd George were prevailed upon to alight and enter a wagonette gaily bedecked with flags, which was drawn by the cheering crowd to the centre of the town, where, under the green arch, a halt was called, and the crowd pressed aroundk for handshakes. Mr. Lloyd George, though pale and careworn, was almost his usual buoyant self as he exchanged smiles with familiar faces. The crowd sang "Land of our Fathers," and then the deputy-chairman of the Urban District Council, Mr. Harlech Jones, climbed into the vehicle and spoke a brief welcome. The Premier, after, after thanking "my dear neighbours," in a few sentences in Welsh, went on:

"I am sorry that it is only with difficulty that I can speak. I am suffering a little from my throat, and the doctor has forbidden me to speak in the open or inside for the next fortnight. I thank you also, my English friends, for your great kindness in coming to welcome me to my old home. I have come from a very difficult and anxious task. All I could do was to do my best for my native land. The deluge of war is over, and the beautiful rainbow of peace is adorning the sky. Let us all thank God that it is a peace with victory for our native land."

The short ceremony over, the wagonette moved on, Mr. Lloyd George cheerily waving to Dr. Gladstone Jones, the chairman of the council, who was confined to his bed, and other aged friends who greeted him from the windows. Such inscriptions as "Old Schoolmates Greet You" and "Manchester Friends Greet You" were hanging prominently in the streets, and the Prime Minister was visibly touched by the warm memories of old associations as his eyes lit upon them. Just before Brynowelon was reached there was another arch bearing the words, "Home, Sweet Home" and "Peace," and with this final promise of the rest for which he had come Mr. Lloyd George entered his home. The crowd made its way back to the town, where firework displays continued till a late hour.

"REDUCE THE COST OF LIVING."

At a meeting of the National Executive of the Labour Party, the following resolution was carried:—

"That the Labour Party once more calls attention to the Government's failure to prevent merciless exploitation of the public, and especially of low-paid workers, under the present system of Capitalist profiteering, which throughout the war has grown still more ruthless, and is now taking advantage of trade combination, shortage in the supplies of some commodities, and difficulty of transport to increase its rapacious exactions, and the Labour Party demands from the Government a definite pledge that it will either reduce the cost of living or resign, and give some other Government an opportunity of organising the supply and distribution of commodities at prices on the basis of actual cost."

LOSS OF THE SENSE OF TOUCH.

AN EXTRAORDINARY CASE.

Nothing more serious than mumps was the cause of a Canadian soldier being discovered who is claimed to be the most remarkable man in the world. This is an unquestionable conclusion to be drawn from a description of the extraordinary warrior given in the London *Lancet*.

The man was originally a Breton sailor. He emigrated to Canada eight years ago, and enlisted in the Canadian army. Later he developed mumps and was sent to a military hospital where his remarkable qualities were discovered.

It was observed that the patient was a well developed, powerful-looking man, of a very cheerful, even temperament, good-natured and far removed from the neurotic or hysterical type. But he was found to be almost entirely devoid of sensation.

He is insensitive to pain and has undergone serious operations without any anæsthetic. His body is plentifully strewn with the scars of wound and burns that he has inflicted on himself for bets or to astonish the onlookers. The author of the account in the *Lancet* tells of seeing him hold a burning match against the skin of his arm and then pick off the charred fibre. He has never suffered from headache, toothache or pain of any other description.

The patient possesses no sense of touch. He cannot feel the ground with his feet, and has to control his movements by sight. He has a consequent difficulty in walking at night. There is a complete inability to recognize objects placed in his hand when his eyes are shut.

He cannot distinguish between heat or cold whether in the temperature of food or of the weather, and fever and chills cause him to perspire or shiver, but without any sensation of cold or heat.

No sense of muscular position seems present and the man says that he cannot tell whether his arms or legs are moving or not. He has no sense of fatigue and the only way that he is made aware of failing strength after prolonged and violent effort is by his falling to the ground.

He is unable to find his nose without guiding his hands by sight and if he be moved about when his eyes are closed he is ignorant of the fact.

All notion of smell is absent. Even fuming nitric acid was ineffective when strongly inhaled.

The man is mentally sound and rather above than below the average of intelligence. As a child he appears to have had a slight sense of touch, and he dates its complete disappearance from the time when he had an attack of yellow fever in Sangal at the age of 17. His sight and hearing, however, seem to be normal.

ILL-DRESSED STATESMEN.

45 BALD MEN WHO SETTLED THE FATE OF EUROPE.

An unconventional description of the Peace Conference delegates by Mr. Wm. G. Shephard, the American correspondent, on the lines of the tailors' criticism of the Royal Academy, says that 45 members were more or less bald, 51 with moustaches, and 2 with whiskers. The high winged collar is "the statesmen's favourite," but the palm was carried off by Count Brockdorff-Rantzau, who on "Medicine Day" wore a collar at least three inches high decorated in front with tiny wings.

"The English made it the fashion to be careless in dress. It was some of the British who first appeared in what hitherto has been considered an impossible combination—a Derby hat and a cut-away frock coat. Others followed suit, and one warm spring day Secretary Lansing appeared on the Rue Rivoli wearing his bowler and a very neatly cut-away frock.

"The English and the Americans were those who seemed most glad of the opportunity to get into the short-coated business-suits. The French delegates never appeared in short coats.

American suits, as viewed at the Peace Conference, seemed to be made to fit their particular wearers. The sound old British suit was made to drape and hang. It keeps one warm and covered, and it is wide-necked, so that a man, if he will, may draw his head down into it like a turtle going into its shell.

"The French business suit is made in one certain way, with racy lines and a tight waist. It is unchangeable. It does not fit you. You must fit it.

"It would appear that every year in the United States the silk hat takes a new form, while it remains unchanged throughout the decades in Europe. President Wilson, Colonel House, Mr. White, and Mr. Lansing all seemed unaware of this fact. Their hats were not alike. They were of various models, ranging through some ten years of changes. When they were not grouped together in their silk hats the effect was not so alarming. Any one of them looked different only from the European statesmen about him, but when they collected together thus attired and looked different from each other it was a matter for comment.

"On the whole, the Paris Peace Conference was not a great tailoring success."

A NEW TYPE OF CRIMINAL.

Sir Nevil Macready, Chief Commissioner of the Metropolitan Police, is of opinion that the war is responsible for increasing the amount of crime in Great Britain and for changing the type of criminal.

Interviewed by a representative of the Press Association, Sir Nevil said that freedom from the restraint of ordinary law in battle lowered man's respect for and fear of that institution, with the result that an increase of crime invariably followed war. In the present instance there was a big rise in the number of robberies, and the robber of to-day, grown callous after four years' experience of killing, was indifferent alike to the taking of life and to his own personal safety.

"In pre-war days," said the Chief Commissioner, "if a burglar was met on the stairs by a householder in his pyjamas his first thought was to escape, but to-day, under similar circumstances, the thief would probably resort to violence and, if necessary, to murder."

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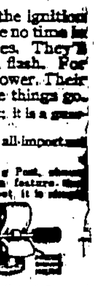

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Groundnut or Peanut Oil can be used as a substitute for Olive Oil, Butter or Lard, but when Slightly Dirty is injurious to health.

In China, by the Ordinary Methods of Extraction, Dirt and Dust are not guarded against: Our Method shows a great advance. By the use of New Machinery and New Methods Scrupulous Cleanliness is Assured.

Our Machinery during the Process Filters the Oil while our Factory is Free from Dust. Our Oil is Clear, Sweet and Fragrant; and Compares most favourably with other Oils used for Culinary purposes: there is no residue.

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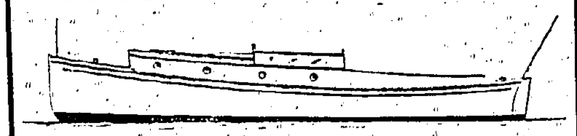

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[81

IMPERIAL PARTNERSHIP.

INTERNATIONAL RELATIONS.

Viscount Milner, Secretary of State for the Colonies, and representatives of the Overseas Dominions were the guests of Sir John Randles, M.P., chairman of the Commercial Committee of the House of Commons at luncheon on July 9th.

Sir John Randles, in welcoming the guests, remarked that the Commercial Committee met representatives of the Allies in their conferences, but they had always been short of Overseas representatives of the British Dominions, and they would like, if it were possible, that the Dominions should be represented in the international meetings of the committee. (Cheers.)

Viscount Milner, in submitting "The Overseas Dominions," said: I propose on this occasion to be short and extremely practical. This is a business committee, and I do not propose, in asking you to drink the health of the Overseas Dominions, to dwell on the big question of constitutional relations between the United Kingdom and those Dominions. I have spoken on that subject very often and on more appropriate occasions. I do not know whether the opinions which I have consistently expressed for about twenty years are well known to my fellow countrymen; but if they are not, I am afraid repeating them for the hundred and first time today would not make them very much better known. (Laughter.) All I can say is, that I regard the only possibility of a continuance of the British Empire is on a basis of absolute out and out equal partnership between the United Kingdom and the Dominions. (Cheers.) I say that without any kind of reservation or limitation whatever. It is very easy to say that; but undoubtedly the working out of it in practice, without bringing about the severance of relations between us and the Dominions, will be one of the most complicated tasks which statesmanship has ever had to face. Personally, I am not afraid of it, and yet I have to admit that the difficulties are such that our best efforts may end in failure. I hope not. At any rate, there is no other way out, and there is no other line on which solution can be found. Of that I am perfectly convinced.

INTERNATIONAL CONFERENCES.

The matter to which Sir John Randles has referred is more or less an illustration of the kind of difficulty we shall have to meet. Your Commercial Committee, which I understand is a non-party Committee, (hear, hear) so much the better—has done very good work, and some of its best work has been in conferences with representatives of foreign nations. At these conferences, as I understand the matter, the British Dominions have not been directly represented. No International Conference is really complete in these days unless the British Dominions are represented. (Hear, hear.) It is absurd to suppose—I do not wish to say anything offensive—but it is really absurd to suppose that the presence of Canada and Australia at International discussions is not at least of equal importance with that of Chili, Argentina, not to say Bolivia or Paraguay. These International Conferences are not complete without the direct representation of the Overseas Dominions, and I might go further and say this, that the United Kingdom members of Parliament, or other representatives of the United Kingdom, cannot efficiently represent these Overseas Dominions. We cannot do it; and we do not want to try; but we do naturally want them to be there. (Hear, hear.) Very naturally foreign representatives on these occasions raise this question, as they have raised it in Paris over and over again during the last three months, if not publicly, at any rate, in discussion in private conversation. We have always been confronted with this position: They say, "Well, how do we stand? What are you? If these Dominions are independent nations, well and good; we are delighted to welcome them, and we welcome them exactly as we do the Argentine, Chili, Bolivia, and Paraguay. But you ask us to welcome them as British Dominions. They are part and parcel of you. If they are to be separately represented, that is merely a dodge of yours for doubling, trebling, and quadrupling your own representation." You all know it is no dodge at all. (Hear, hear.) It is not with any desire to gain any advantage over foreign nations that we make this proposal. We press for the representation of the British Dominions because it corresponds to a fact, and because in their absence there is no really international conference. (Hear, hear.) We do not seek to gain, and I do not know that we shall gain, any special advantage for the United Kingdom out of it.

FUTURE OF THE DOMINIONS.

Anyway, there is the position, and it has got to be faced and got over. It is quite certain that in the future, the British Dominions—the great British Dominions—the great British overseas self-governing Dominions—will be independently represented in international affairs, and it is also quite certain—at least, I hope so—that, inasmuch as they regard themselves as closely allied with us as members of a permanent political alliance which we call the British Empire, nothing that foreign nations can say, or any criticisms they can offer, can alter that. That is a matter among ourselves. (Hear, hear.) It is certain, I think, that if in International Conference treaties of the future the British Dominions appear as separate members foreign countries will have to accept the position that that does not prevent their remaining in a separate, distinct and intimate relationship of their own with the United Kingdom. (Hear, hear.)

"We have got to realise the two things—that they may be members of the League of Nations, side by side with the United Kingdom, and at the same time they have a right, as they intend, to be the members of a British League of Nations inside the Empire. (Hear, hear.) However new and difficult that position, it corresponds with the essential facts of the situation, and forms will have to be devised to suit the fact. I have to apologise for the length of time I have detained you in this matter. I would only like to say that I hope this committee will succeed in entering into closer relations with representatives of the Overseas Dominions. (Hear, hear.) I also hope that in the international conferences of the future the Overseas Dominions will be directly represented. (Hear, hear.) I am quite certain for my own part that their direct representation on these international conferences will do nothing to impair, but, in fact, may ultimately do a great deal to strengthen, the internal bonds within the Empire which unite us to these Dominions, and which are dear to us, and are more vital, I may say, to us in the United Kingdom and the Dominions even than the most cherished foreign relations. (Cheers.)

IMPERIAL TRADE.

Mr. McPherson, in reply, said they welcomed any association that would promote the world's peace; but they felt that any slackness on the part of Great Britain in regard to her Navy if the Navy became impotent that day would see the decline of the British Empire. They realised what the British Navy had meant to Australia and the other nations. (Cheers.) It must now be recognised that the Dominions had grown up, and they thought it was time that they were consulted about internal matters. (Hear, hear.) They were prepared to fight for the Empire, and they should be consulted in regard to matters that affected the Empire as a whole. (Cheers.) This nation had, in the past, been saved by her great sailors and soldiers, but it had been built up by the commercial men and traders of the Empire. (Hear, hear.) While, in this country, they asked them, overseas, to do what they could to trade with them, they thought that here, sometimes, they did not try to help themselves. He had known goods carried from New York, *viâ* Liverpool, to Australia at a lower rate of freight than similar goods, in the same ship, from Liverpool to Australia. Was that doing British trade any good? Within the last week he had been told that London merchants had offered Australia American steel at £11 a ton, while the British manufacturer wanted £16 a ton. He asked how Australia could trade with the Old Country on those conditions. (Hear, hear.)

Sir Percy Fitzpatrick also replied, and said there was a big task before them; but it was no greater than that which they were suddenly called upon to bear in 1914. There were certain rational steps that could be taken in the way of organisation and co-operation, so that we could have the best chance of discharging our enormous responsibilities. (Hear, hear.) Mr. McPherson had referred to the impossibility of carrying on trade when the commercial people of England were unable to offer the same opportunities as those of America.

BRITISH OUTPUT.

There was something more serious than that—something which commercial people could not themselves deal with, and that was the short fall of output per man. (Hear, hear.) While it was their duty and ambition to forward the interests of their own nations, there was a limit when they came into actual cut-throat competition with the Mother Country. It could not pay any part of the British Dominions to draw the life-blood or to paralyse the heart. They existed by reason of England's greatness. (Hear, hear.) It was the heart, the centre of the strength and the foundation of the whole of the structure. How did they stand to-day? He would give them an instance which was the key to the whole thing. He had followed the Coal Commission report. He had been told that coal cost at the pit's mouth 22s. to 22s. 6d., and that it was likely to rise. The same heating value of coal could be produced in countless millions of tons in South Africa at from 7s. downwards. He knew all the difficulties of shipping, and they could not do an export trade with no returns. The tendency clearly was to show that the export coal trade here would go to parts other than this country. It need not necessarily go to South Africa. The coal measures there extended into other parts, not under the British flag. That would be only the first thing; other industries would go to the coal, where there were coal and iron ores in enormous quantities. They could prosper well enough without going near that point, where the essential industries of the Mother Country would be paralysed. (Hear, hear.) He begged leave to say, even if it be at the risk of South Africa's trade prospects, that something ought to be done to bring home to everybody here the absolute necessity of recognising these facts, and making provision accordingly, so that the trade of the Mother Country might be properly built up, the output increased, and commercial people be able to catch the trade to which Mr. McPherson had referred. (Cheers.)

ALCOCK MYSTERY SOLVED

"UPSIDE DOWN" FLIGHT IS QUITE SIMPLE.

Is it possible for a pilot to fly his aeroplane upside down without being conscious of his position?

The recent statement by Captain Alcock that he was flying upside down in a fog-bank without being aware of it has left the general public guessing.

It is obvious that the pastime cannot be practised in clear atmosphere without the airmen noticing that the earth and sky have changed positions. But in a cloud, when nothing is visible except an indistinct outline of the apparatus, there is nothing in the landscape or skyscape to show that the pilot has changed his position in the world.

Captain Square, who flew the D.H. 4 machine to Spain, told a *Daily Express* representative that there was no physical sensation in upside-down flying.

"There is no rushing of blood to the head," he said, "and but for the bubble in your lateral level running round its curved tube, and the indicator of your compass bumping up against the glass and pointing all ways at once, you might be flying in a respectable manner.

"Of course, loose articles in your machine like luggage, ballast, or a passenger, will fall out if they are not strapped in, and you will feel your belt straining against your body. Otherwise, upside-down flying is quite comfortable."

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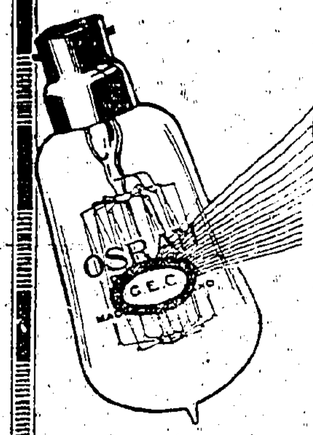

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It is possible that, after signing of Peace, "Osram" lamps of foreign manufacture may be offered for sale in this country. Remember that it is only OSRAM LAMPS bearing the initials G.E.C. which are of genuine British manufacture. Look for G.E.C. on every OSRAM Lamp you buy.

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SHIPPING NEWS

ARRIVALS.

August 20th.

Kashoku Maru, Japanese str., 1,473 tons, Capt. Asakura, from Whampoa, with ballast.—Dodwell & Co.

Nanyo Maru, Japanese str., 893 tons, Capt. Kikuchi, from Samarang, which port she left on August 10th, with a cargo of sugar.—Y.K.K.

Yat Shing, British str., 1,424 tons, Capt. Milford, from Yokohama and Moji, with a general cargo.—J. M. & Co.

August 21st.

Aki Maru, Japanese str., 3,676 tons, Capt. Shibata, from Yokohama and Nagasaki, with a general cargo.—N.Y.K.

Burrumbeet, British str., 1,695 tons, from Ching Wan Tao, with a cargo of coal.—Dodwell & Co.

Inaba Maru, Japanese str., 6,000 tons, Capt. Kusano, from Yokohama and Shanghai, with a general cargo.—N.Y.K.

Persia Maru, Japanese str., 2,670 tons, Capt. Kondo, from San Francisco, with a general cargo.—T.K.K.

Sanming, British str., 1,750 tons, Capt. Benson, from Shanghai and Amoy, with a general cargo.—B. & S.

Tai Sang, British str., 1,544 tons, Capt. Taylor, from Amoy, with a general cargo.—J. M. & Co.

Tajima Maru, Japanese str., 4,278 tons, Capt. Araki, from Shanghai, with a general cargo.—N.Y.K.

PASSENGERS.

ARRIVALS.

Per s.s. *Persia Maru*, on August 21st.: Messrs. Vicente Branco, F. W. Bush, G. H. Cady, F. H. Correia, M. D. Draper, L. E. Ensign, M. P. Jeremymo, Mr. and Mrs. William Jordan, jr., Messrs. T. W. Pederson, F. A. Perry, Mr. and Mrs. H. M. C. De Silva, Mr. and Mrs. M. Vandeweg, Miss Margaret F. Wilson, Miss J. E. Wooten, Mr. and Mrs. Kenneth Duncan.

MOVEMENTS OF STEAMERS.

The N.Y.K. s.s. *Tango Maru* (Australian line) left Manila for this port on August 20th, and is expected here on August 23rd.

The American and Manchurian Line s.s. *City of Florence* left New York on July 11th and is expected to arrive at Hongkong about September 15th.

CHINA COAST METEOROLOGICAL REGISTER.

AUGUST 21ST A.M.

Station.	Hour	Barometer at Sea Level.	Temperature	Humidity	Wind Direction.	Wind Force.	Weather.
Vladivostock	6 a.	—	—	—	—	—	—
Nemuro	6 a.	—	—	—	—	—	—
Hakodate	„	—	—	—	—	—	—
Tokio	„	—	—	—	—	—	—
Kochi	„	—	—	—	—	—	—
Nagasaki	„	—	—	—	—	—	—
Kagoshima	„	—	—	—	—	—	—
Oshima	„	—	—	—	—	—	—
Nata	„	—	—	—	—	—	—
Ishigakijima	„	—	—	—	—	—	—
Bonin Island	„	—	—	—	—	—	—
Weihaiwei	6 a.	—	—	—	—	—	—
Hankow	„	—	—	—	—	—	—
Ichang	„	—	—	—	—	—	—
Kiukiang	„	—	—	—	—	—	—
Changsha	„	—	—	—	—	—	—
Shanghai	„	29.92	77	86	SE	1	b
Gutzlaff	„	29.91	78	90	S	4	b
Sharp Peak	7 a.	29.85	83	99	N	4	o
Amoy	6 a.	29.73	84	64	NNE	4	b
Swatow	„	—	—	—	—	—	—
Taihoku	5 a.	29.80	82	70	ESE	6	b
Taichu	„	29.72	84	—	—	0	o
Tainan	„	29.72	79	—	ENE	2	o
Koshun	„	29.72	81	—	ENE	5	o
Pescadores	„	29.72	79	—	N	2	b
Canton	6 a.	29.79	79	91	NW	1	o
Hongkong	„	29.80	79	93	—	0	c
Gap Rock	„	29.71	—	—	NNW	4	c
Macao	„	29.76	77	91	NW	2	o
Wuchow	6 a.	—	—	—	—	—	—
Homow	„	—	—	—	—	—	—
Pakhoi	„	—	—	—	—	—	—
Phuhien	7 a.	29.76	77	96	NE	4	o
Tourane	„	29.73	75	—	W	2	o
Cape St. James	„	29.75	77	—	S	4	b
Aparri	6 a.	—	—	—	—	—	—
Dagupan	„	—	—	—	—	—	—
Manila	„	29.66	77	88	S	4	o
Legaspi	„	29.78	77	96	SW	1	o
Tacloban	„	—	—	—	—	—	—
Iloilo	„	29.80	79	90	W	2	o
Surigao	„	—	—	—	—	—	—
Guam	4.20	29.41	—	—	S	7	r
Labuan	6 a.	—	—	—	—	—	—

C. W. JEFFRIES, *Chief Assistant.*

1. BAROMETER, reduced to 32 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.
2. TEMPERATURE, in the shade, in degree Fahrenheit.
3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.
4. DIRECTION OF WIND, to two points.
5. FORCE OF WIND, according to Beaufort Scale.
6. STATE OF WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squal, r rain, s snow, t thunder, v visibility, w dew wet.
7. RAIN, in inches, t tenths and hundreds.

WEATHER REPORT.

August 20th, 18.45.—Warning to Hongkong, Phulien, Coast Ports, &c.:—Typhoon in Lat. 16 deg. N. Long. 122 deg. E., direction W.N.W. velocity 8 to 12 miles per hour.

August 21st, 10.45.—Warning to Hongkong, Phulien, Coast Ports, &c.:—Typhoon in Lat. 17 deg. N. Long. 118 deg. E. direction W.N.W. velocity 13 to 20 miles per hour.

August 21st, 11.40.—No returns from Vladivostock, Japan and Weihaiwei. Pressure has increased considerably over Luzon and slightly over N. Annam. It has decreased moderately over Formosa and slightly along the coast of China.

The typhoon is moving rapidly on a W.N.W. track. It crossed Luzon last night. At 6 a.m. this morning was about 150 miles W.N.W. of Bolinao.

Another typhoon has formed near Guam and is apparently moving W.N.W.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0·01 inch. Total since January 1st, 56·31 inches, against an average of 61.96 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT.	FORECAST.
Hongkong to Cap Rock	N.E. to E. winds, freshening considerably; fine at first, squally and rainy later.
Formosa Channel	The same as No. 1.
South Coast of China between Hongkong and Lamocks	The same as No. 1.
South Coast of China between Hongkong and Hainan	The same as No. 1.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

S.S. "HERMELIN."

Arrived Hongkong on August 16th, 1919,

FROM BOMBAY.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions have been given to the contrary 8 hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

MACKINNON, MACKENZIE & CO.,
Agents,
P. & O. S. N. CO.

Hongkong, August 16th, 1919. [1

NOTICE TO CONSIGNEES.

"GABLONZ"

Arrived Hongkong on August 17th, 1919.

FROM LONDON, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions have been given to the contrary 8 hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godown.

MACKINNON, MACKENZIE & CO.,
Agents,
P. & O. S. N. CO.

Hongkong, August 17th, 1919. [1

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Invaluable for diseases of these important organs. Gravel, Pains in the Back, Gout, Rheumatism, &c. Price 8s., leading Chemists, or post free. DR. LE CLERC MED. CO., HAVERSTOCK ROAD, NW., LONDON, ENGLAND. Depots: Paris, 12, RUE CASTIGLIONE; New York, 90, BEEKMAN STREET; Toronto, LYMANS, LTD.; Australia, ELLIOT BROS. Sydney and Brisbane; NEW ZEALAND DRUG CO. LTD., Auckland, Christchurch, Dunedin, Wellington; India, B. K. PAUL & Co., Calcutta. [150

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REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJILATJAP ...	JAVA		23rd Aug	JAPAN
TJIKINI	SHANGHAI	23rd Aug.	26th Aug.	JAVA
TJIMANOEK	JAVA		4th Sept.	JAVA
TJIPANAS ...	JAVA	3rd Sept.	—	—

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SAILINGS FOR MARSEILLES AND LONDON VIA STRAITS, COLOMBO AND PORT SAID.

S.S.	Leave HONGKONG about	Due MARSEILLES about	Due LONDON about
"NAGOYA"	8th Sept.	13th Oct.	22nd Oct.
"KHIVA"	23rd Oct.	25th Nov.	4th Dec.

FOR BOMBAY VIA STRAITS & COLOMBO.

		Due BOMBAY about
"DUNERA"	7th Sept.	26th Sept.

FOR CALCUTTA VIA STRAITS & RANGOON.

		Due CALCUTTA
"ARRATOON APCAR"	2nd Sept.	15th Sept.

FOR SHANGHAI, MOJI, KOBE, etc.

"DUNERA"	25th Aug.	SHANGHAI Only

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THE EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LTD.

REGULAR SAILINGS OF MAIL STEAMERS FROM HONGKONG TO AUSTRALIAN PORTS.

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INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
MANILA	"LOONSANG"	Fri., 22nd Aug., 4 p.m.
SHANGHAI via SWATOW	"KWONGSANG"	Sun., 24th Aug., D'light.
KOBE	"KWAISANG"	Tues., 26th Aug., 5 P.M.
STRAITS & CALCUTTA	"FOOKSANG"	Wed., 27th Aug., 3 P.M.
SHANGHAI	"CHOYEANG"	Thurs., 28th Aug., D'light.
MANILA	"YUENSANG"	Fri., 29th Aug., 2 p.m.
KOBE	"HOPSANG"	Sat., 30th Aug., D'light.

CALCUTTA LINE:—This Line has now been re-organized and affords regular sailings to Calcutta via Singapore and Penang.

Returning from Calcutta steamers proceed via Straits and Hongkong as to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully qualified Surgeon.

SHANGHAI LINE:—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtsze Ports via Shanghai. Through Bills of Lading are issued to all Northern and Yangtsze Ports.

MANILA LINE:—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE:—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE:—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

TIENTSIN LINE:—A regular service is run from March to October between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

UNDER STRAITS GOVERNMENT PASSPORT REGULATIONS. All European Passengers, leaving the Colony for Straits Settlements, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or passage apply to

JARDINE, MATHESON & CO., LTD.,
Telephone No. 215. General Managers.

GLEN AND SHIRE

Joint Service of Steamers.

U.K., STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Due Hongkong
"CARDIGANSHIRE"	15th Sept.
"CARNARVONSHIRE"	25th Sept.
"GLENADE"	4th Oct.

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
"GLENIFFER"	21st September	LONDON

Movements are subject to change without notice.

For freight or further particulars please apply to:—

Jardine, Matheson & Co., Ltd.,

AGENTS: { The Glen Line, Ltd: / The Royal Mail Steam Packet Co: / Owners of "Shire" Line:

Tel: No. 215, sub. ex. 23. [17

LLOYD TRIESTINO

S.S. "GABLONZ"

Will be despatched on or about September 15th. for SINGAPORE, PENANG, COLOMBO, ADEN, PORT SAID and TRIESTE. (Possibly calling at Bombay).

First class passenger accommodation; commodious single and double berth cabins, also Cabins with 3 berths at reduced rates.

For further particulars apply—

DODWELL & CO., LIMITED,
Agents. [1122

CPOS

SAILINGS HONGKONG to VANCOUVER

(via Shanghai, Nagasaki (*Moji) Kobe & Yokohama)

STEAMERS.	FROM HONGKONG	DUE VANCOUVER
Empress of Japan	Aug. 20	Sept. 10
Empress of Russia	Sept. 4	Sept. 22
Empress of Asia	Oct. 2	Oct. 20
*Montcalm	Oct. 28	Nov. 17
Empress of Japan	Oct. 15	Nov. 5
Empress of Russia	Oct. 30	Nov. 17
Empress of Asia	Nov. 27	Dec. 15
Empress of Japan	Dec. 10	Dec. 31
Empress of Russia	Dec. 25	Jan. 12
*Montcalm	Jan. 1	Jan. 25

Owing to Japanese Quarantine Regulations "MONTCALM" 16th August, "EMPRESS OF JAPAN" 20th August, and "EMPRESS OF RUSSIA" 4th September will not call at Shanghai.

CANADA'S NEW TRAIN DE LUX "THE TRANS-CANADA LIMITED" Vancouver to Montreal 93.15 hours.

For particulars regarding passage fares, sailings and reservation of accommodation, also Itineraries and descriptive literature apply to P. D. SUTHERLAND, General Agent, Passenger Dept. Phone 752.

For freight rates and through bills of lading via Vancouver in connection with C. P. R. to all Overland Points in Canada and U.S., also to European & West Indies, apply to J. H. WALLACE, Phone 42. General Agent.

HONGKONG.

CANADIAN PACIFIC OCEAN SERVICES

THE ADMIRAL LINE.

PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U.S. Shipping Board Steamers

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

"ELDRIDGE"	About August 24th.
"WESTERN KNIGHT"	About August 31st.
"EDMORE"	About Sept. 1st.
"CITY OF SPOKANE"	About Sept. 22nd.
"SEATTLE SPIRIT"	About Oct. 24th.

For PORTLAND direct.

"COAXET"	About Oct. 5th.
"WABAN"	About Oct. 11th.
"WEST MUNHAM"	About Nov. 16th.

Through Bills of Lading issued to Overland Common Ports.

For Freight and Particulars apply to

THE ADMIRAL LINE.
JOHN J. GORMAN, GENERAL AGENT.
TELEPHONE 2477 & 2478. Fifth Floor, HOTEL MANSIONS.

Y. K. K.

YAMASHITA KISEN KAISHA

(THE YAMASHITA STEAMSHIP CO., LTD).

NANYO MARU No. 1	REGULAR SERVICE FOR FREIGHT BETWEEN HONGKONG, BANGKOK AND OR SINGAPORE.
NANYO MARU No. 2	
NANYO MARU No. 3	
SODEGAURA MARU	
KYODO MARU No. 13	
TAMON MARU No. 1	
ASOSAN MARU	
CHEIAN MARU	

FOR PARTICULARS PLEASE APPLY TO—

M. KOBAYASHI,
AGENT,
TOP FLOOR, KING'S BUILDING.

TEL. 140 and 155. 112

KUHARA SHOJI KAISHA, LD.

KUHARA TRADING CO., LTD.
(Shipping Department).
HEAD OFFICE (KOBE).

Branches and Representatives:—

TOKIO, OSAKA, LONDON, NEW YORK, PARIS, ROME, BERN, PORT SAID, CALLAO, HAVANA, BOMBAY, CALCUTTA, COLOMBO, SINGAPORE, TAWAO, BANGKOK, SAIGON, VLADIVOSTOCK, SHANGHAI and TAIPEH.

Taking Cargo on through Bills of Lading to Pacific Coasts, Japan, China, India, Java, North and South America, also to Mediterranean.

SUBJECT TO ALTERATION WITHOUT NOTICE.

For further particulars apply to—

CHU KYOKU TRADING CO.
M. HASHIMOTO,
Telephone No. 2106. General Agents.

INDIAN AFRICAN LINE

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal) EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED,
Managing Agents.

15

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM AND CONTINENT.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED,
or to REISS & Co., Canton. General Agents.

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C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamer	To Sail	
SHANGHAI	"SUNNING"	On 23rd Aug.,	5 P.M.
SHANGHAI	"TEAN"	On 25th Aug.,	D'light.
SWATOW and BANGKOK	"LUCHOW"	On 26th Aug.,	11 A.M.
SHANGHAI	"SINKIANG"	On 26th Aug.,	Noon.
WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	On 26th Aug.,	3 P.M.
SHANGHAI and TSINGTAO	"KWANGSE"	On 28th Aug.,	D'light.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation Amidships. Electric Light and Fans in Saloon and State-rooms Regular schedule service between Canton, Hongkong, Shanghai (thrice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
Agents

TELEPHONE 38 4

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

"HAIHONG"	Capt. J. W. Evans	SUNDAY,	24th Aug., at Noon.
"QUINNEBAUG"	Capt. J. Medina	WEDNESDAY,	27th Aug., at 1 P.M.
"HAITAN"	Capt. A. H. Stewart	FRIDAY,	29th Aug., at 1 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,
General Manager.

3

PACIFIC MAIL S.S. CO.

U.S. MAIL LINE.

OPERATING THE NEW FIRST-CLASS STEAMERS
"ECUADOR," "VENEZUELA" AND "COLOMBIA,"
HONGKONG TO SAN FRANCISCO,
VIA SHANGHAI, KOBE, YOKOHAMA AND HONOLULU.
THE SUNSHINE BELT.
THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE

SAILINGS FROM HONGKONG AT NOON.

S.S.	"VENEZUELA"	Sept. 10th, 1919.
S.S.	"ECUADOR"	Oct. 8th, 1919
S.S.	"COLOMBIA"	Nov. 5th, 1919.

These Steamers have the most modern equipment, including Overhead Electric Fans and Electric Lighting. ALL LOWER BERTHS and large comfortable state-rooms (all single and two berths only).

The Safety and Comfort of Passengers is our first consideration.

Special care is given to the Cuisine, and the attendance on passengers cannot be surpassed.

Tickets are interchangeable with the TOYO KISEN KAISHA and the CANADIAN PACIFIC OCEAN SERVICES, LTD.

For farther information rates, literature, schedules, etc., apply to

Telephone 41 COMPANY'S OFFICE in Alexander Buildings Chater Road. 45

P. & O. - BRITISH INDIA & APCAR LINES

(COMPANIES incorpted in ENGLAND).

MAIL AND PASSNGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, RED SEA, EGYPT, EUROPE, &c.

SAILING FOR

MARSEILLES AND LONDON.

Steamer	Leave H'KONG about	Due at M'SEILLES about	Due at L'DON about
NAGOYA ...	8th September	13th Oct.	22nd Oct.
KHIVA ...	23rd October	25th Nov.	4th Dec.

BOMBAY VIA STRAITS & COLOMBO.

Steamer	Leave HONGKONG about	Due BOMBAY about
DUNERA	7th Sept.	26th Sept.

FOR

CALCUTTA VIA STRAITS & RANGOON.

ARRATOON APCAR	2nd Sept.	25th Sept.

SHANGHAI, MOJI, KOBE AND YOKOHAMA

S.S.	Leave HONGKONG about	SHANGHAI Only
DUNERA ...	25th Aug.	

Tickets Interchangeable.

P. & O. Australian tickets interchangeable with New Zealand Shipping Company (via Panama) or by Orient Line or by British Inc Company.

1st Saloon Passengers may travel by B.I.N. Company's steamers between Singapore and Calcutta or Singapore and Madras lieu of the section of their P. & O. Tickets Singapore to Colombo.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

All Cabins are fitted with Electric Fans free of charge.

Steamers and Sailing dates are liable to be cancelled or altered without notice

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODRAD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freights, Handbooks, etc., apply to

MACKINNON, MACKENZIE & CO.,
12, Des Vœux Road Central, HONGKONG. Agents.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ITERATION.

SEATTLE & VICTORIA via Manila, Keelung, Shanghai & Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

KASHIMA MARU (omitting Keelung & Shanghai)	Friday,	22rd Aug.,	at 11 a.m.
FUSHIMI MARU (omitting Manila)	Friday,	19th Sept.,	at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said and Marseilles.

INABA MARU	Friday,	22nd Aug.,	at Noon.
KAMO MARU	Friday,	5th Sept.,	at Noon.

MELBORNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

AKI MARU	Friday,	22nd Aug.,	at 11 a.m.
TANGO MARU	Wednesday,	24th Sept,	at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Muroran, San Francisco, Panama & Colon.

SOUTH AMERICAN PORTS via Cape.

BOMBAY & COLOMBO via Singapore.

KOSOKU MARU	Wednesday,	3rd Sept.
HWAH-WU	Middle of September.	

CALCUTTA & RANGOON via Singapore & Penang.

YETOROFU MARU	Saturday,	6th Sept.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

TANGO MARU	Saturday,	23rd Aug., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

BOMBAY MARU	Sunday,	24th August.	
SHIDZUOKA MARU	Thursday,	4th Sept.,	at 11 a.m.
KAGA MARU	Thursday,	18th Sept.,	at 11 a.m.

EXTRA SERVICES (Marseilles, Liverpool, Antwerp, etc.

TAJIMA MARU (Marseilles & Liverpool) ...	...	Friday, 22nd August.
WAKASA MARU (London & Antwerp) ...	...	End of September.
TSUYAMA MARU (Marseilles & Liverpool)	...	End of September.

For further information apply to—NIPPON YUSEN KAISHA.
Telephone Nos. 292 & 293 S. YASUBA, Manager.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS

Sailings from Hongkong—Subject to Change Without Notice

Steamers	Tons	Leave Hongkong
† PERSIA MARU	9,000	... Aug. 23th.
† KOREA MARU	20,000	... Sept. 10th.
† NIPPON MARU	11,000	... Sept. 25th
TENYO MARU	22,000	... Oct. 2nd.
SIBERIA MARU	20,000	... Oct. 10th. (from Yokohama)
SHINYO MARU	22,000	... Oct. 28th.

† omitting call at Shanghai

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO VIA JAPAN, HONOLULU, SAN FRANCISCO SAN PEDRO, SALINO CRUZ, BALBOA, CALLAO, ARICA, AND IQUIQUE.
THENCE BY TRANS-ANDEAN ROUTE TO BUENOS AIRES.

Steamers	Tons	Leave Hongkong
ANYO MARU	18,500	... Sept. 10th.
SEIYO MARU	14,000	... Nov. 4th.
KIYO MARU	17,800	... Jan., 9th, 1920.

Tickets are interchangeable with the CANADIAN PACIFIC OCEAN SERVICES, LTD and the PACIFIC MAIL STEAMSHIP CO.

Passengers may travel by Rail between Ports of Call in Japan free of Charge.

For full information as to rates, sailings, etc., apply to—

T. DAIGO, MANAGER.
King's Buildings

TELEPHONES 1274 and 2275

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATES.
SHANGHAI, KOBE & YOKOHAMA	"PORTHOS" ...20,000	... On or about 26th Aug.
	"PAUL LECAT" ...23,000	... On or about 14th Sept
	"SPHINX" ...20,000	... On or about 4th Oct.
MARSEILLES VIA HAIPHONG, SAIGON, SINGAPORE, COLOMBO, DJIBOUTI, SUEZ, PORT-SAID	"ANDRE LEBON" ...22,000	... On or about 28th Aug

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

J. TOURTET,
Acting Agent,
Queen's Building.

TELEPHONE 740.

O. S. K.

OSAKA SHOSEN KAISHA

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON and ANTWERP—Monthly direct service via Singapore and Port Said.
"ALTAI MARU" ... ... Friday, 28th August.
"ALASKA MARU" ... ... Saturday, 20th September.

GENOA—Monthly service. Taking cargo on through Bills of Lading with transhipment at Bombay to Company's steamer.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS DURBAN AND CAPE TOWN VIA SINGAPORE.
"TACOMA MARU" ... ... Wednesday, 10th September.

BOMBAY COLOMBO—Regular fortnightly service via Singapore.
"BURMA MARU" ... ... Sunday, 31st August.

SAIGON BANGKOK, SINGAPORE,—Regular Monthly service.
"SHISEN MARU" ... ... Monday, 1st September

SYDNEY, MELBOURNE—Monthly service calling at AUCKLAND, N. Z. and ADELAIDE.
"LUZON MARU" ... ... Beginning October.

VICTORIA, VANCOUVER, SEATTLE, TACOMA—Regular fortnightly services touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U. S. in connection with Chicago Milwaukee and St. Paul Railway.
"AFRICA MARU" ... ... Saturday, 23rd August.
"CANADA MARU" ... ... Monday, 1st September.

JAPAN PORTS—Moji, Kobe, Yokkaichi, Yokohama
* "NANKING MARU" ... ... Friday, 22nd August.
"SIAM MARU" ... ... Monday, 25th August.
* (Omitting Moji & Yokkaichi)

KEELUNG, TAKAO VIA SWATOW, AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

FOR TAKAO VIA SWATOW AND AMOY.
"SOSHU MARU" ... ... Thursday, 28th Aug., at 9 a.m.

FOR KEELUNG VIA SWATOW AND AMOY.
"KAIJO MARU" ... ... Sunday, 24th Aug., at 10 A.M.

For sailing dates and further particulars please apply to—

Y. YASUDA.
Manager.
No. 1, Queen's Building.

Tel. No. 744 and 745. 38

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" 16,000 tons. "CHINA" 10,300 tons. "NILE" 11 000 tons.

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS AND HONOLULU

"NANKING" Aug. 22nd. "CHINA" Sept. 11th. "NILE" Oct. 1st.

An unsurpassed high-class passenger service.

Prince's Buildings O. H. RITTER, Freight and Passenger Agent, Ice House Street. Tel. 1943.

POST OFFICE NOTICE.

Allied soldiers in the various hospitals in Siberia are badly in need of reading matter. Any books, newspapers, etc. for their use handed in at the G. P. O. will be packed and forwarded to them free.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

From	Per	Due
Shanghai	*Tean* ...	22nd Aug.
Manila and Australia	*Tanyo Maru*	22nd Aug.
Manila and Australia	*Taigeeta*	22nd Aug.
Straits	*Bombay Maru* ...	23rd Aug.
Europe via Suez	*Benarom* ...	24th Aug.
Straits	*Ityola* ...	24th Aug.
Shanghai	*Kiangsze*	25th Aug.
Straits	*Dumera* ...	25th Aug.

OUTWARD MAILS

For	Per	Date
*Ceylon, *Mauritius, *South Africa, *India via Dhanushkodi, and *Egypt... ...	*Tajima Maru*	Friday, 22nd, 9.00 A M
Philippine Islands, Australia and New Zealand via Thursday Island ...	*Ali Maru*...	Friday, 22nd, Registration .. 8.45 A M; Letters 9.30 A M
Swatow	*Cornelia*	Friday, 22nd, 10.00 A M
Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt & EUROPE via MARSEILLES	*Inaba Maru*	Friday, 22nd, Registration 9.45 A M; Letters ...10.30 A M
Shanghai, North China, *Japan via Yokohama, Honolulu, Canada, United States, Central & South America, and *EUROPE via SAN FRANCISCO	*Nanking*	Friday, 22nd, Registration ... 9.45 A M; Letters ... ...10.30 A M
Philippine Islands	*Leongsang* ...	Friday, 22nd, 2.00 P M
Philippine Islands, *Japan via Nagasaki, *Canada, *United States, *Central and South America, and *EUROPE via VICTORIA	*Kashima Maru*	Saturday, 23rd, 10.00 A M
Japan via Nagasaki	*Tango Maru* ...	Saturday, 23rd, 10.00 A M
Formosa via Keelung, Shanghai, North China, Japan via Nagasaki, Canada, United States, Central and, South America & EUROPE via VICTORIA	*Africa Maru*	Saturday, 23rd, Registration 10.45 A M; Letters ...11.30 A M
Shanghai, and North China...	*Sunning* ...	Saturday, 23rd, 4.00 P M
*Swatow, *Shanghai and North China	*Kwongsang* ...	Saturday, 23rd, 5.00 P M
Swatow, Amoy and Foochow	*Hai Hong* ...	Sunday, 24th, 9.00 A M
Formosa via Keelung	*Anyo Maru* ...	Sunday, 24th, 9.00 A M
Shanghai and North China...	*Tean*	Sunday, 24th, 9.00 A M
Swatow and *Bangkok	*Lukow*	Tuesday, 26th, 10.00 A M
Shanghai and North China	*Sinking*	Tuesday, 26th, 11.00 A M
Weihaiwei, Chefoo and Tientsin ...	*Haechow*	Tuesday, 26th, 2.00 P M
Swatow, Amoy and Foochow ..	*Quinsan*	Wednesday, 27th, Noon
Japan via Nagasaki	*Benarom*	Wednesday, 27th, 3.00 P M
Shanghai and North China ...	*Kiangsze*	Wednesday, 27th, 5.00 P M
Japan via Nagasaki, Honolulu, Canada, United States, Central and South America and *EUROPE via SAN FRANCISCO	*Persia Maru*	Wednesday, 27th, Registration 5.00 P M; Thursday, 28th, Letters 9.00 A M
Swatow, Amoy and Foochow	*Haitan* ...	Friday, 29th, 1.00 P M
		—SEPTEMBER:—
Sandakan, Australia and New Zealand via Thursday Island	*Eastern* ...	Wednesday, 3rd, Registration 9.45 A M; Letters ... 10.30 A M

*Correspondence bearing vessel's name, only.

BROSSARD MOPIN & CO.

CIVIL ENGINEERS, REINFORCED CONCRETE SPECIALISTS & GENERAL CONTRACTORS.

Agencies and Offices in HONGKONG, SINGAPORE, SAIGON, TIENTSIN & PEKIN.

HONGKONG OFFICE: King's Buildings.

REINFORCED CONCRETE

IMPORTANT WORKS ALREADY EXECUTED.

Wharf for Standard Oil Co, Singapore, Pulo Bukon 1909	Chartered Bank of I.A.& C., Singapore 1914
Central Market, Saigon 1913	Coaling Wharf, at Hongay, with Crane Railway 1914
Banque de l'Indo Chine, Singapore ... 1913	Wharf for French Govt. Mail Steamers in 10 metres water 1914
Swing Bridge (165 feet Span) Cambodia 1913	Railway Ferry Boat of Reinforced Concrete at Johore 1917
Water tower on pillars, 30 ft. high, (25,000 gals.) Saigon Railway 1913	[23-3

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, August 21st

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.80	29.71	29.63
Temperature	85	79	91
Humidity	75	93	58
Wind Direction	East	calm	NE
Force	5	0	4
Weather	c	c	cq
Rain	0.51		—

Highest open-air Temperature on 20th .. 86
Lowest open-air Temperature on 21st ...79

ON SALE.

HONGKONG HANSARD REPORTS of the MEETING of the LEGISLATIVE COUNCILS for the Session 1918

REVISED BY THE MEMBERS

PRICE $5

DAILY PRESS OFFICE.

HONGKONG TIDE TABLE

From 28th to 29th August 1919.

Days of Week or Month		High Water H'kong Standard Time	Height	Low Water H'kong Standard Time	Height
		h. m.	ft. in	h. m.	ft. in
Fri.	22	m 6 16	6 8		
		8 44 a	4 5	1 50 a	1 2
Satur	23	m 7 17	7 1	m 0 18	3 7
		9 16 a	4 7	2 28 a	1 1
Su..	24	m 8 11	7 3	m 1 16	3 1
		9 45 a	4 9	3 2a	1 1
Mon.	25	m 9 1	7 3	m 2 15	3 0
		10 10 a	5 1	3 35 a	1 2
Tues.	26	m 9 47	7 2	m 3 0	2 7
		10 23 a	5 3	4 3a	1 4
Wed.	27	m 10 29	6 9	m 3 44	2 4
		10 56 a	5 5	4 37a	1 7
Thur.	28	m 11 8	6 5	m 4 27	2 3
		11 18 a	5 7	5 2a	2 1

HONGKONG HANSARD REPORTS of the MEETING of the LEGISLATIVE COUNCILS for the Session 1918

REVISED BY THE MEMBERS

PRICE $5

DAILY PRESS OFFICE.

COMMERCIAL.

OPENING QUOTATIONS.

	August 21st.
On London.—	
Telegraphic Transfer	3/9⅞
Bank Bills, on demand	3/9½
Bank Bills, at 30 days' sight ...	3/10
Bank Bills, at 4 months' sight ..	3/10⅛
Credits, at 4 months' sight ...	3/11
Documentary Bills, 4 months' sight	3/11⅛
On Paris.—	
Bank Bills, on demand	—
Credits, at 4 months' sight ...	640
On New York.—	
Bank Bills, on demand	79⅞
Credits, at 60 days' sight ...	81⅛
On Bombay.—	
Telegraphic Transfer	nom.
Bank Bills, on demand	—
On Calcutta.—	
Telegraphic Transfer	nom.
Bank Bills, on demand	—
On Shanghai.—	
Bank Bills, at sight	nom.
Private, 30 days' sight	—
On Yokohama.—On demand ...	163
On Manila.—On demand—Pesos ...	164
On Singapore.—On demand; ...	162
On Batavia.—On demand	214½
On Haiphong.—On demand... ...	nom.
On Saigon.—On demand	—
On Bangkok.—On demand... ...	40⅜
Sovereigns, Bank's Buying Rate ...	$ 5.15 n.
Gold Leaf, 100 fine, per tael ...	$37.00
Bar Silver, per oz.	59½d.

Subsidiary Coins.

	Per cent.
Hongkong...20 cents piece ...$0.60	Premium
Hongkong...10 ,, ... 1.00	,,
Canton .....20 ,, ... 4.50	,,
Canton .....10 ,, ... 0.00	Discount

BANKS

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on a Minimum Monthly Balances at 3½ per cent. per annum.

Depositors may transfer at their own balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STABB
Chief Manager.
Hongkong November 2nd 1918 10

THE BANK OF TAIWAN LIMITED,
(TAIWAN GINKO).

INCORPORATED BY SPECIAL IMPERIAL CHARTER, 1899.

Capital Subscribed	Yen 20,000,000
Capital (Paid-up)...	27,500,000
Reserve Funds	6,580,000

HEAD OFFICE
TAIPEH, FORMOSA.

BRANCHES:
JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.
FORMOSA—Giran, Kagi, Kanko, Keelung, Pinan, Shinchiku, Maug, Taichu, Tainan, Takow, Tamsui, Tohyen, Ako.
CHINA—Shanghai, Hanko, Kiukiang, Amoy, Foochow, Swatow, Canton.
OTHERS—Hongkong, Bangkok, Singapore, Soerabaja, Semarang, Batavia, Bombay, London, New York.

LONDON BANKERS:
CAPITAL AND COUNTIES BANK LIMITED AND SOUTH-WESTERN BANK. PEEL'S BANK.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Chosen, Japan, Indo-China, Siam, India, Philippine Islands, Java, and other Dutch Indies, Australia, America, Africa, &c.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be noted on application.

NAOKICHI YANAGIA,
HONGKONG BRANCH. Manager.
3, Des Voeux Road.
Hongkong April 1st, 1919. 152

THE BANK OF EAST ASIA LTD.

HEAD OFFICE:—No. 2, Queen's Road Central.

Paid-up Capital $2,000,000.00

Directors:
Mr. FONG WAI TING, Chairman
Mr. Chow Shou Son, Mr. Li Koon Chun, Mr. Mok Ching Kong, Mr. Wong Yun Toog, Mr. Chan Ching Shek, Mr. Kan Ying Po, Mr. Chan Kai Ming, Mr. Fung Ping Shan, Mr. P. K. Kwok, Mr. Ng Chang Luk.

Chief Manager:—KAN TONG PO.
Assist. Manager:—LI TSE FONG.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposit Accounts at the rate of 2 per cent. per annum and on Fixed Deposits at the following rates:—
For 3 months at the rate of 3 % per annum.
For 6 months at the rate of 4 % per annum.
For 12 months at the rate of 5 % per annum.

KAN TONG FO, Chief Manager.
1050

THE INDUSTRIAL & COMMERCIAL BANK, LTD.

Head Office:—6, Des Vœux Road Central, Hankow Branch:—Panoff Building.

DOMESTIC AND FOREIGN BANKING SERVICE PROMPT.

CURRENT, Savings, and Fixed Deposits bear Interest at Rates 2%, 4%, 5%, respectively.

Inquiry on our SPECIAL SERVICE will be welcome.

J. USANG LY,
Hongkong, July 7th, 1919. Manager. 901

"FELUCCA 33"
"THE CIGARETTE OF DISTINCTION"
MASPERO FRERES LTD
CIGARETTES EGYPTIENNES

There is an instantly recognisable flavor to "Felucca" which distinguishes it from other Egyptian Cigarettes. This flavor, which is only obtained from the finest selected leaf, has secured for "Felucca" by far the largest sale of any Egyptian high-grade in the Orient.

A new stock of "Felucca" Cigarettes is on sale at all leading tobacconists. Send for a tin today.

Manufactured in Cairo by Maspero Freres.

This advertisement is issued by British-American Tobacco Co., (China), Ltd.

BANQUE INDUSTRIELLE DE CHINE
(FRENCH BANK).

Subscribed Capital	F. 75,000,000
Paid Up ...	F. 37,500,000
(1/2 of the Capital, i.e., F. 25,000,000 subscribed by the Government of the Chinese Republic.)	
Chairman of the Board of Directors	André Berthelot
General Manager	A. J. Pernotte

HEAD OFFICE:
74, Rue Saint-Lazare, PARIS.
BRANCHES:

Peking	
Shanghai	Saigon
Tientsin	Haiphong
Hongkong	Yunnanfu
Hanoi	Vladivostock
Canton	Foochow

BANKERS:
In FRANCE: Société Général pour favoriser le Development du Commerce en de l'Industrie en France.
In LONDON: London County Westminster & Parr's Bank, Ltd, London Joint City & Midland Bank, Ltd.
In NEW YORK: Redmond & Co.
Correspondents in the Chief Commercial Centres of the World.

Telegraphic Address: CHIBANKIND

Interest on Current Accounts and Fixed Deposits in Local Currency and in Gold. Terms on application.
Every description of Banking and Exchange business transacted.
Special facilities for French exchange.
M. ROUET DE JOURNEL,
Manager.
Hongkong, April 1st, 1919. [65

THE MERCANTILE BANK OF INDIA, LIMITED

HEAD OFFICE: 15, Gracechurch St., London

Authorised Capital	£1,500,000
Subscribed ,, ...	1,500,000
Paid-up ,, ...	750,000
Reserve Fund & Rest	785,700

Bankers:
THE BANK OF ENGLAND
THE LONDON JOINT CITY & MIDLAND BANK, LTD.
Branches:

Bombay	Galle	Karachi	Penang
Calcutta	Hongkong	Kotah Bharu	Rangoon
Colombo	Howrah	Kuala Lumpur	Shanghai
Delhi	Kandy	Madras	Singapore
Port Louis (Mauritius).			

HONGKONG BRANCH.

Every description of Banking and Exchange business transacted.
INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.
C. L. SANDES,
Acting Manager.
No. 7, Queen's Road Central.
Hongkong, April 11th, 1919. [54

THE BANK OF CHINA
中國銀行
(SPECIALLY AUTHORISED IN CHINA BY PRESIDENTIAL MANDATE OF 22ND NOVEMBER, 1917.)

Authorised Capital	$60,000,000
Paid-up Capital	$12,279,800
Reserve Funds	3,197,400

HEAD OFFICE:—PEKING.

BRANCHES AND SUB-BRANCHES.
(PEKING): Haiting, Tungchow. (NORTH): Miyun, Chohsien, Pahsien, Niulansan, Hsuanhua. (CHIHLI): Tientsin, Paotinfu, Lutai, Tsinhaisien, Sangfang, Shuntehfu, Tangshan, Taming, Cholunsien, Weinsien. (MANCHURIA): Changchun, Moukden, Kirin, Tsitsihar, Newchang, Liaoyuanchow, Hebo, Hsinmingfu, Taonanfu, Harbin, Dalny, Antung, Tiehling, Chinghsien, Sifeng, Hulan, Suiwafu, Hailunfu, Ninguta, Kungchuling, Liaoyang, Fuyu, Yenchi, Kaipingsien (HUPEH): Hankow, Shasi, Ichang, (HUNAN): Changsha, (KIANGSU); Shanghai, Nanking, Soochow, Yangchow, Chinkiang, Wusih, Hsuchowfu, Tungchow, (SOUTH): Tsinkiangpo. (SHANTUNG): Tsinan, Tsingtao, Chefoo, Tenghsien, Lintsinhsien. (SHANSI): Taiyuanfu, Yunsheng, Sinkianhsien, Tatungfu. (HONAN): Kaifung, Chowkiakow, Hsuhsien, (KWANGTUNG): Hongkong, Canton, Swatow, Kiungchow. (FUKIEN): Foochow, Amoy, Hankong, Chuanchowfu, Changchowfu, Santuao. (CHEKIANG): Hanchow, Shaoshing, Huchowfu, Kashing, Wenchow, Ningpo, Lanchi, Yuyao, Haimen (KIANGSI): Nanchang, Kiukiang, Kanchowfu, Chintenchen, Chian. (ANWHEI): Wuhu, Ankiang, Pangfow, Luchowfu, Tatung, Tungki, Luan. (SZECHUEN): (KWEICHOW): Kweiyangfu, (SHANSI): Sianfu, Hangchungfu. (SUIYUAN): Kweihwating, Paotowchen (TSAHAR): Kalgan, Fengchen, (URGA): Urga, Hakiatao.

HONGKONG BRANCH.

Interest allowed on current accounts and Fixed Deposits. Terms on application. Every description of Banking business transacted. Loans granted on approved securities. Special facilities for Home Exchange.
TSUYEE PEI,
Manager.
Hongkong, May 15th, 1919. 271

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

Paid-up Capital	£1,200,000
Reserve Fund	£2,100,000
Reserve Liability of Proprietors	£1,200,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.
J. L. CROCKATT,
Manager.
Hongkong, April 8th, 1919 [64

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital	$15,000,000
Reserve Funds:—	
Sterling £1,500,000, at 2/-=	$15,000,000
Silver	$21,000,000
	$36,000,000
Reserve Liability of Proprietors	$15,000,000

Court of Directors:
J. A. PLUMMER, Esq.—Chairman.
Hon. Mr. E. V. D. PAPE—Deputy Chairman.
J. W. C. Bonnar, Esq. | P. H. Holyoak, Esq.
A. H. Compton, Esq. | Hon. Mr. J. Johnstone.
Hon. Mr. S. H Dodwell. | W. L. Pattenden, Esq.
C. S. Gubbay, Esq.

Chief Manager:
Hongkong—N. J. STABB, Esq.

Manager:
Shanghai—A. G. STEPHEN, Esq.

LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER & PARR'S BANK, LIMITED.

HONGKONG INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per annum on the Daily Balance.
ON FIXED DEPOSITS.
For 3 months, 3½ per cent. per annum
" 6 " 4 " " "
" 12 " 5 " " "
N. J. STABB,
Chief Manager.
Hongkong, July 11th, 1919.

BANQUE DE L'INDO-CHINE
(FRENCH BANK).

Head Office: 15bis Rue Laffitte, Paris.

Capital	Frs. 48,000,000
Reserves	,, 50,000,000

BRANCHES AND AGENCIES

Bangkok	Hongkong	Saigon
Batavia	Mongtze	Shanghai
Bangbang	Noumea	Singapore
Canton	Papeete	Tientsin
Djibouti	Peking	Tourane
Haiphong	Pnom-Penh	Vladivostock
Hankow	Poudichery	
Hanoi		

BANKERS:
IN FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.
IN LONDON: The National Provincial & Union Bank of England Ltd; Comptoir National d'Escompte de Paris; Credit Lyonnais.
IN NEW YORK: J. P. Morgan & Co.
Interest allowed on Current Accounts and Fixed Deposits according to arrangement.
Every description of banking and exchange business transacted.
A. SIRE,
Acting Manager.
Hongkong, October 21st 1918 108

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